A0322

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

NO. 146

EXECUTIVE COMMITTEE MEETING AGENDA
Thursday, February 2, 1978
9:30 A.M.

SCAG Offices
600 South Commonwealth Avenue
Suite 1000
Los Angeles, California 90005

A G E N D A

1. ROLL CALL AND INTRODUCTIONS — SUPERVISOR DENNIS HANSBERGER

2. PRESIDENT'S REPORT — SUPERVISOR DENNIS HANSBERGER

   A. Appointment of Private Sector Liaison
   B. Appointment to Airport Authority Committee

3. EXECUTIVE DIRECTOR'S REPORT — MARK PISANO

   A. Implementation of AB 402
   B. Revised HOV Schedule
   C. VCAG Recommendations on Subregional Relations — *ATTACHMENT #3-C*

4. GENERAL ASSEMBLY RESOLUTIONS — BART MEAYS
   ACTION
   15 MINUTES

   A. Los Angeles City and County Resolutions for Greater Representation on SCAG Governing Bodies.

   Last month the Executive Committee recommended to the General Assembly a by-laws change providing greater representation for these two jurisdictions. This resolution merely proposes the necessary by-laws revisions to carry out that recommendation. — *ATTACHMENT #4-A*

   B. Resolution Recommending By-Laws Changes by Ventura Cities

   Last month the By-Laws Committee and the Execu- — *ATTACHMENT #4-B*

4. B. (continued)

tive Committee recommended that this item be sent back to the By-Laws Committee for a detailed study. Since that time we have received requests from all four cities that this item be removed from the March General Assembly business session. Therefore, it is recommended that this item not be considered by the March General Assembly.

C. Resolution from the City of Culver City *ATTACHMENT #4-C*

The City of Culver City has requested that SCAG develop a position on property tax reform as described in the attachment. Since this is a significant issue facing local government, the Executive Committee may wish to recommend to the General Assembly the recommendation shown on the attachment.

D. Resolution Requesting Support for Designating the Counties and the Southern California Association of Governments Jointly to do Solid Waste Planning *ATTACHMENT #4-D*

The Executive Committee on two previous occasions has taken the action to recommend SCAG and the Counties as the appropriate area and agencies to be doing regional solid waste planning. This resolution would request support of this position from the General Assembly. Based upon previous Executive Committee actions it is recommended that the Executive Committee recommend that the General Assembly adopt this resolution.

E. Resolution from the City of Garden Grove Requesting a 60-Day Comment Period on Major SCAG Plans Before Adoption *ATTACHMENT #4-E*

The City of Garden Grove has requested that SCAG establish a policy of providing workshops and a 60-day discussion period to review SCAG plans which impact local government. On all major plans and proposals for adoption by the Executive Committee, staff has attempted to provide at least a 30-day comment period and, in some instances, longer. Staff has also attempted to hold workshops where it is feasible and possible.

It might be appropriate to recommend that the General Assembly adopt this as Executive Committee policy with the proviso that this would be the policy where possible.

5. REGIONAL HOUSING ELEMENT

COUNCILWOMAN HAZEL SCOTTO
ACTION
1 HOUR
ATTACHMENT #5
SUPPLEMENTAL ATTACHMENT #5

After appropriate discussion, it is recommended that the Executive Committee adopt the Regional Housing Element.

6. ENVIRONMENTAL QUALITY AND RESOURCES CONSERVATION POLICY COMMITTEE

COUNCILMAN HANK WEDAA
ACTION
15 MINUTES
ATTACHMENT #6-A
SUPPLEMENTAL ATTACHMENT #6-A

A. Responsibilities under "208" Continuing Planning Process

It is recommended that the Executive Committee authorize transmittal and possible testimony on comments on the State Water Resources Control Board Planning Program Guidance Memorandum #11. PPGM #11 "deals with the division of responsibilities for continuing planning between designated agencies such as SCAG and Regional Water Quality Control Boards."

7. STATUS REPORT ON JOINT DESIGNATION FOR "NON-ATTAINMENT" (AIR QUALITY) PLANNING UNDER FEDERAL CLEAN AIR ACT: RESULT OF DISCUSSIONS WITH SCAQMD AND APCDs; TRANSMITTAL OF RECOMMENDED DESIGNATION

SUPERVISOR RALPH DIEDRICH
COUNCILMAN GIL SMITH
ACTION
30 MINUTES
ATTACHMENT #7

8. LEGISLATION

DAVID FINE
ACTION
15 MINUTES

Staff will review the provisions of the proposed "Federal Highway and Public Transportation Improvement Act of 1978". Possible SCAG positions will be discussed for authorization to present SCAG's comments.

9. METHODS FOR ALLOCATING UMTA SECTION 5 FUNDS IN THE LOS ANGELES/LONG BEACH URBANIZED AREA

TOM WHITTLE
INFORMATION
10 MINUTES
ATTACHMENT #9

Staff will present a status report on alternative approaches being considered for the allocation of UMTA Section 5 funds. Transit Advisory Committee and Transportation and Utilities Committee comments will be presented at the meeting. Final recommendations will be made at the March meeting.

10. GRANT REVIEWS

A. County Sanitation District of Orange County - Carbon Canyon Facilities Plan and Draft E.I.R.

LESLIE KASH
ACTION/5 MINUTES
ATTACHMENT #10-A
SUPPLEMENTAL ATTACHMENT #10-A

B. U.S. Forest Service, Trabuca Planning Unit - Management Plan Draft Statement

CARL SUMMERFIELD
ACTION/5 MINUTES
ATTACHMENT #10-B

Digitized by the Internet Archive
in 2026 with funding from
State of California and California State Library

https://archive.org/details/igsl_agenda-scag-exec-comm_1978

11. CONSENT CALENDAR

A. Approval of Transportation Development Act Claims

ACTION
ATTACHMENT #11-A

TDA claims that have been reviewed by the Transportation Committee are recommended for approval as listed in the attachment. The claims are consistent with the proposals approved by the appropriate County Transportation Commission.

B. Approval of Short Range Transit Plan

ACTION
ATTACHMENT #11-B

The City of Cudahy has completed its Short Range Transit Plan for 1977. The Plan has been reviewed by the Transportation Committee and it is recommended that the City of Cudahy be added to the list of operators completing this program requirement.

C. Approval of Amendments to Los Angeles County FAU System

ACTION
ATTACHMENT #11-C

A number of cities in Los Angeles County, and the County, have requested additions to the FAU System of Roads in their jurisdictions. The additions have been approved by the Los Angeles County Transportation Commission. The Transportation Committee has reviewed the listing. It is recommended for approval.

D. Approval of OWP Amendment

ACTION

The City of Avalon has requested incorporation of its Airport Master Plan Study in the 1977-78 OWP. The Study is to be a $120,000 effort ($108,000 from the FAA and $12,000 match provided by the City). Incorporation of the Study in the OWP is a prerequisite to funding. No agencies currently in the OWP are affected. It is recommended for approval.

E. Approval of 1978-79 Guide to Filing TDA Claims

ACTION
ATTACHMENT #11-E
SUPPLEMENTAL ATTACHMENT #11-E

Proposed changes to SCAG's Guide to Filing Transportation Development Act Claims for FY 1978-79 are described in the attachment. A copy of the Draft Guide is included with the Agenda and is recommended for Executive Committee approval.

F. Approval of Amendment #3 to the 1977-78 TIP

ACTION
ATTACHMENT #11-F
SUPPLEMENTAL ATTACHMENT #11-F

Amendment Package #3 to the 1977-78 TIP is presented in the attachment. The amendments proposed were approved by the appropriate County Transportation Commission in the four Commission Counties. Executive Committee approval of Amendment #3 is requested.

G. Approval of A-95 Grant Reviews — *ACTION*
ATTACHMENT #11-G

H. AQMP Economic Consultant

It is recommended that the Executive Committee authorize the Executive Director/Deputy Executive Director to obtain and execute a contract for AQMP economic impact analysis for an amount not to exceed $5,000. — *ACTION*

I. Approval of Minutes for January 5, 1978 Executive Committee Meeting — *ACTION*
ATTACHMENT #11-I

J. Approval of the SCAG Dues Assessment for 1978-79. — *ACTION*
ATTACHMENT #11-J

At the last Executive Committee meeting the General Fund Budget as part of the Overall Work Program was approved. This action allocates the dues portion of that budget to the members based upon the by-laws provisions. There is no increase in dues for the 8th consecutive year and, in most instances, cities will experience a reduction in dues unless their population has increased.

K. Approval of Amendment to SCAG/University of Southern California Computer Center Contract — *ACTION*

It is recommended that the Executive Committee authorize a $12,000 amendment to the SCAG/USC Computer Center Contract dated October 13, 1977, in order to provide needed computer services as authorized in the FY 1977-78 Overall Work Program for the period January 1, 1978 through June 30, 1978.

CONSENT CALENDAR - INFORMATION

L. Status of HOV Marketing Activities — *INFORMATION*
ATTACHMENT #11-L

M. Description of HOV Theme and Logo — *INFORMATION*
ATTACHMENT #11-M

N. Transportation Development Act Apportionment Process — *INFORMATION*
ATTACHMENT #11-N

O. Revised Local Transit Service Standards and Express Service Standards — *INFORMATION ATTACHMENT #11-O*

P. Summary of Quarterly AQMP Progress Report — *INFORMATION ATTACHMENT #11-P*

Q. Status of Sub-regional AQMP Co-ordinating Committees — *INFORMATION ATTACHMENT #11-Q*

R. Impact of Clean Air Act Amendments on the T.I.P. — *INFORMATION ATTACHMENT #11-R*

S. Air Quality/Transportation Alternative — *INFORMATION ATTACHMENT #11-S*

Attached is a list of Strategies and Tactics and a list of proposed Evaluation Criteria for air quality planning related to transportation. These are being considered for use in developing both an air quality constrained alternative per State Transportation Board guidelines and the proposed transportation control measures required by recent Clean Air Act Amendments.

T. Housing Opportunity Plan Regulations — *INFORMATION ATTACHMENT #11-T*

U. "208" Milestone and Early Action Report Status — *INFORMATION ATTACHMENT #11-U*

V. Implications of the Clean Water Act Amendments of 1977. — *INFORMATION ATTACHMENT #11-V*

W. "208" Issue Paper on "Policy Alternatives for the Region." — *INFORMATION SUPPLEMENTAL ATTACHMENT #11-W*

X. "208" Program Status Report — *INFORMATION ATTACHMENT #11-X*

Y. Report on Alternative Population, Land Use, Housing, and Employment (PHEL) — *INFORMATION ATTACHMENT #11-Y*

A0322

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

No. 147

EXECUTIVE COMMITTEE MEETING AGENDA
Wednesday, March 1, 1978
1:00 P.M.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
APR 26 1978
UNIVERSITY OF CALIFORNIA

SIR BEDIVERE ROOM I-II
Sheraton-Anaheim Hotel
1015 West Ball Road
Anaheim, California 92802

A G E N D A

1. ROLL CALL AND INTRODUCTIONS — SUPERVISOR DENNIS HANSBERGER

2. PRESIDENT'S REPORT — SUPERVISOR DENNIS HANSBERGER

   A. Nominations for NARC Board of Directors

3. EXECUTIVE DIRECTOR'S REPORT — MARK PISANO

   A. Proposed Work Program for Ventura County Managers' Study and Authorization to Transfer $30,000 from the General Fund Reserve to Conduct the Study.

4. REPORT OF THE NOMINATING COMMITTEE FOR 1978/79 OFFICERS AND AT-LARGE CITIES — SUPERVISOR NORTON YOUNGLOVE
   ACTION
   15 MINUTES

5. AREAWIDE HOUSING OPPORTUNITY PLAN — FRANK HOTCHKISS
   ACTION
   20 MINUTES
   ATTACHMENT #5
   SUPPLEMENTAL ATTACHMENT #5

   It is recommended that the Executive Committee adopt the SCAG Areawide Housing Opportunity Plan.

6. LEGISLATION

DAVID FINE
ACTION
10 MINUTES
ATTACHMENT #6

7. GRANT REVIEWS

A. County Sanitation District of Orange County Carbon Canyon Facilities Plan Draft Environmental Impact Statement.

LESLIE KASH
ACTION
10 MINUTES
ATTACHMENT #7-A

B. U.S. Department of Commerce Expo '81 Draft Environmental Impact Statement.

LESLIE KASH
ACTION
10 MINUTES
ATTACHMENT #7-B
SUPPLEMENTAL ATTACHMENT #7-B

C. Ventura Regional County Sanitation District "208" Plan and Draft Environmental Impact Report.

LESLIE KASH
INFORMATION
5 MINUTES
ATTACHMENT #7-C

8. COORDINATED PLAN REVIEW AND ADOPTION SCHEDULE

FRANK HOTCHKISS
ACTION
15 MINUTES
ATTACHMENT #8

It is recommended that the Executive Committee approve the proposed coordinated AQMP, 208, Development Guide, and Transportation Plan Review and Adoption Schedule.

9. CONSENT CALENDAR

A. Approval of Transportation Development Act Apportionments for FY '78-79

ACTION
ATTACHMENT #9-A

TDA apportionments to eligible claimants are shown in the attachment. Approval of the apportionments is a procedural matter and does not imply disbursement of funds. Claims against the apportionments must still be filed and approved by SCAG.

B. Approval of Revised Transportation Development Act Apportionments for Los Angeles County - FY '77-78

ACTION
ATTACHMENT #9-B

The Los Angeles County Auditor-Controller, responding to a recent inquiry, has revised his estimate of the Los Angeles County LTF for FY 1977-78. The attachment reflects his revised estimate of the funds available for disbursement.

C. Approval of Federal Aid to Urban Systems Program Amendments

ACTION
ATTACHMENT #9-C

The City of Buena Park and the Orange County Transportation Commission have requested additions and amendments to the Orange County FAU program. TUC recommends approval.

D. Approval of Reeves Field Airport Study

ACTION
ATTACHMENT #9-D

The Aviation Technical Advisory Committee (ATAC) recommends that SCAG request the City of Los Angeles ask the Port of Los Angeles to study the feasibility of reopening Reeves Field Airport on Terminal Island.

E. Approval of the Guide to Filing Transportation Development Act Claims

ACTION
ATTACHMENT #9-E

At the last meeting, procedures for treatment of indirect costs and depreciation were withheld from approval until staff could discuss it further with the Transit Advisory Committee. TUC's recommended language for treatment of these items is shown in the attachment.

F. Approval of Procedure for Transportation Development Act Public Hearings

ACTION
ATTACHMENT #9-F

Before SCAG can approve TDA claims for non-transit purposes, a public hearing must be held in each county as part of the process to determine if there are unmet transit needs that could reasonably be met by expenditure of TDA funds. It is recommended that the President be authorized to appoint a hearing board in each county and authorize hearings on dates to be set after discussions with the appropriate commission/subregional agency.

G. Authorization to Allocate "208" Contingency Funds

ACTION
ATTACHMENT #9-G

It is recommended that the Executive Committee approve the allocation of the remaining "208" contingency funds to SCAG. The amount of the allocation is $31,178.

H. Approval of an Amendment to the Contract with J.B. Gilberts for the "208" Program.

ACTION

It is recommended that the Executive Committee authorize the Executive Director to amend the contract with J.B. Gilberts for the "208" program to provide the non-point source assessment and urban stormwater runoff elements of the "208" plan by an amount not to exceed $25,000.

I. Approval of the A-95 Grant Reviews

ACTION
ATTACHMENT #9-I

J. Authorization to Execute City of Santa Monica Section 5 Contract

ACTION

Approval is requested to execute a contract among UMTA, City of Santa Monica, and SCAG to provide UMTA Section 5 funds for project number CA-05-0016 in the amount of $412,264. These funds will aid in financing the cost overrun incurred in the purchase of fifteen new 40' buses.

K. Reprogramming of Federal Highway Administration Funds

ACTION
ATTACHMENT #9-K

Approval is requested to request FHWA to reprogram unspent FHWA funds remaining from previous fiscal years as presented in the attachment.

L. Authorization for Semi Annual Meeting of SCAG, County Transportation Commissions and CALTRANS Representatives

ACTION
ATTACHMENT #9-L

AB1237 amended Sec.13059 of the Public Utilities Code to require that SCAG meet twice annually with the County Transportation Commissions and CALTRANS. It is recommended that the President be authorized to convene the next meeting and appoint three members of the Executive Committee to represent SCAG.

M. Approval of Minutes for February 2, 1978 Executive Committee Meeting

ACTION
ATTACHMENT #9-M

C. CONSENT CALENDAR - INFORMATION

N. Regional Housing Element Addenda

INFORMATION
ATTACHMENT #9-N

Clarifications of the Regional Housing Element requested by the Executive Committee.

O. AQMP Status Report and Status of Co-designation for "Nonattainment" Planning under the Federal Clean Air Act.

INFORMATION
ATTACHMENT #9-O

P. "208" Status Report

INFORMATION
ATTACHMENT #9-P

Q. County of San Bernardino - North Chino Hills Subdivision Voluntary Submittal - Review of Draft Environmental Impact Report

INFORMATION
ATTACHMENT #9-Q

R. Growth Forecast Alternatives

INFORMATION
ATTACHMENT #9-R

Status of Development Guide (Population, Housing, Employment and Land Use) alternative growth forecasts to be used in the "208" and AQMP plans.

EXECUTIVE DIRECTOR'S QUARTERLY REPORT
APRIL-JUNE 1978

I. Solid Waste

A. Accomplishments

SCAG designated by the State as the areawide Solid Waste Management Planning Agency and the Counties of the SCAG region excluding Ventura County as the subregional planning agencies the Resource Conservation and Recovery Act (RCRA).

B. Work program on schedule

II. Energy

A. Accomplishments

Submitted energy planning grant proposal to Argonne Laboratory

Reviewed Southern California Edison Combined Cycle Notice of Intent

B. Upcoming issues

Intermountain Power Project impact on the SCAG region

Impact of federal energy bill on SCAG region

C. Work program on schedule

III. "208" Water Quality Program

A. Accomplishments

Held workshops and public hearings on the "Areawide Policy Alternatives for Water Quality Management"

Final publication of Milestone and Early Action Reports

Initiated discussion with the State and Regional Water Resources Control Boards on joint work programs for continuing "208" planning and action program.

Commented on EPA interim regulations concerning wastewater treatment capacity sizing based on OBERS population projections

B. Upcoming issues

Grant application for continuing planning

Detailed workplan for contractual agreement with the Regional Reuse Study to conduct the Study's public participation program.

Adoption of Regional Areawide Water Quality Policies for incorporation into the Draft "208" Plan.

Review of the Draft "208" Plan

C. Work tasks off schedule.

Some of participating agency work is late. Further delays in participating agency completion of "208"Phase II reports may delay preparation of the "208" Plan.

IV. Air Quality Planning Program

A. Accomplishments

Ventura County Board approved a Memorandum of Agreement between SCAG and Ventura County for non-attainment air quality palning designation for the Ventura portion of the region.

Distributed the second and third of the five AQMP working papers which, in August, will comprise the draft of the AQMP Plan.

B. Upcoming issues

Roles and responsibilities for Imperial, San Bernardino, Ventura Counties and SCAG under non-attainment designation.

Review of draft AQMP Plan

C. Work tasks off schedule

Completion of the photochemical oxident model to be used for the AQMP is behind schedule.

V. Housing and Community Development

A. Accomplishments

. Formed ad hoc committee composed of elected officials and technicians to review the Regional Housing Allocation Model.

B. Upcoming issues

. Approval of selection criteria for Section 8 bonus units and Community Development Block Grants (Contingent on award of bonus units)

. Adoption of the Revised Regional Housing Allocation Model.

. Establishment of structure for a SCAG housing advisory subcommittee.

C. Work tasks are on schedule

VI. Development Guide

A. Accomplishments

Completed report on 6 HPEL alternative forecasts

Held workshops and public hearings on alternative PHEL forecasts

Completed preliminary environmental assessment of the 6 PHEL forecasts.

B. Upcoming issues

Revew of a draft for SCAG '78 growth forecast

Review of draft EIR for SCAG '78

C. Work tasks are on schedule

VII. A-95

A. Accomplishments

Reviewed over 600 federal and state funded projects and state and local plans.

VIII. Human Services

A. Accomplishments

Established Los Angeles City and County AAA Interagency Coordinating Committee.

Adopted Memorandum of Agreement with Tri-County Commission (Ventura, Santa Barbara, San Luis Obispo) for Senior Citizens

Adopted Memorandum of Agreement with San Bernardino County Human Resources Agency Office of Aging

B. Work tasks are on schedule

IX. Natural Resources and Open Space

A. Accomplishments

Prepared local coastal planning program analysis for SCAG assistance to local governments engaged in coastal planning.

Provided SCAG input to Chino Hills State Park Study

B. Work tasks are on schedule

X. TRANSPORTATION - PLANNING

A. Accomplishments

- Draft 1978 Regional Transportation Plan and Draft Environmental Impact Report developed and distributed throughout the region for review and comment.
- Workshops held in each SCAG County to discuss the RTP as well as Transportation for the Elderly and Handicapped.
- Public Hearing on the RTP held on June 22.
- Completed Final Report on San Bernardino Freeway Express Busway Evaluation.
- Completed Report on Paratransit Services available in Los Angeles County.
- Staff worked with the Metropolitan Engineering Board and subregional agency staffs to develop a State Highway System priority process.
- Ridesharing public awareness campaign began in several community liaison areas.
- Aviation Work Program revised to meet timetable for update of regional aviation element of the RTP.
- Staff met with UMTA, SCRTD, Los Angeles City and County, and other agencies to review progress and milestones of the Regional Transportation Development Program.

B. Upcoming Issues

- Adoption of Regional Transportation Plan scheduled for October.
- Revised Transit Service Policies being reviewed by technical and policy committees before Executive Committee action later this summer.
- Alternatives for allocating future UMTA Section 5 funds are being developed and will be presented to the Executive Committee later this year.

C. Work Program Schedule

- Adoption of Transit Service Policies off-schedule.

XI. TRANSPORTATION - PROGRAMMING

A. Accomplishments

- o Transportation Development Act claims processed in accordance with guidelines.
- o Amendment #4 to the 1977-78 TIP approved.
- o 1978-79 TIP developed and approved on schedule.
- o Work continued on monitoring Regional Transportation Plan implementation.
- o Legislative positions on significant transportation legislation developed for Executive Committee consideration.

B. Upcoming Issues

- o Amendments to the 1978-79 TIP for projects still undergoing review by the County Transportation Commissions.

C. Work Program Schedule

- o Work on schedule.

XII. TRANSPORTATION - ANALYSIS

A. Accomplishments

- o Transportation/Air Quality Framework for the Regional Transportation Plan under development.
- o Staff reviewing the CALTRANS/ARB Memorandum of Understanding to define air quality roles and responsibilities. Staff concerns regarding usurption of local control reviewed by TUC with SCAG Executive Committee action recommended.

B. Upcoming Issues

- o Action on ARB/CALTRANS MOU.
- o Refinement of Transportation/Air Quality Framework for incorporation into the Regional Plan.

C. Work Program Schedule

- o Work on schedule.

XIII. TRANSPORTATION - ADMINISTRATION

A. Accomplishments

- Participation with staffs of other COGs and Transportation Commissions to develop unified position on California Transportation Commission Fund Estimate Methodology.

- Overall Work Program for Transportation Planning finalized and appropriate grant application submitted.

B. Upcoming Issues

- Fund Estimate Methodology for California Transportation Commission.

C. Work Program Schedule

- Work on schedule.

XIV. EXECUTIVE DIRECTOR'S OFFICE

A. Accomplishments

- The Executive Director and SCAG officers attended the annual NARC conference, held in Denver, where President Janes Wilson was elected to be NARC's First Vice-President.

- The establishment of the Government and Community Relations division has given SCAG the organizational capability to develop and implement in a comprehensive manner a program aimed at improving our governmental and public outreach activities.

- Pursuant to the objectives of the Ventura Pilot Project, staff has developed a draft master agreement between SCAG and the participant planning agencies which identifies roles and responsibilities that provide for maximum decentralization of SCAG decision-making processes.

- The SCAG-sponsored caucus of Orange County elected officials was held in Santa Ana. The meeting was well attended and SCAG's officers heard first-hand what some of the issues regarding SCAG are in Orange County.

- A reception was co-hosted with the Los Angeles Chapter of the American Society of Public Administration (ASPA) to introduce ASPA members to SCAG and its programs.

B. Upcoming Issues

- The master agreement for the Ventura Pilot Project will be presented to the Executive Committee at its August meeting for review and action.

- The Executive Committee Retreat is scheduled for August 3-4 at the Pierpont Inn in Ventura.

XV. ADMINISTRATIVE ADVOCACY

A. Accomplishments

- Comments on four (4) sets of EPA regulations were submitted. Of particular importance were comments on waste water treatment facility population projection regulations. These comments were reviewed by SCAG's Policy Committees and Executive Committee.

- Five (5) urban development strategy bills were analyzed for their conformance with the Executive Committee's position on the draft urban development strategy.

B. Upcoming Issues

- Further identification of ways in which SCAG can assist local governments to cope with the impacts of Proposition 13.

- Participation on a League of California Cities manager's task force for regulatory reform.

- Analysis of proposed federal legislation: " State Community Conservation and Development Act of 1978"

A6322

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

No. 148

EXECUTIVE COMMITTEE MEETING AGENDA
Thursday, April 6, 1978
9:30 A.M.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
APR 3 1978

SCAG Offices
600 South Commonwealth Avenue
Suite 1000
Los Angeles, California 90005

A G E N D A

1. ROLL CALL AND INTRODUCTIONS — VICE MAYOR JAMES WILSON

2. PRESIDENT'S REPORT — VICE MAYOR JAMES WILSON

   A. Finance Committee Appointment
   B. Executive Committee Appointments
      a) Alternate for Los Angeles County cities
      b) Delegate and Alternate for San Bernardino County cities
      c) Delegate for Riverside County cities
   C. Nominee for California Transportation Commission Technical Advisory Committee
      The Aviation Technical Advisory Committee (ATAC) recommends that the Executive Committee request the California Transportation Commission (CTC) appoint the Chairman of ATAC to serve on the CTC Technical Advisory Committee on aeronautics.

3. EXECUTIVE DIRECTOR'S REPORT — MARK PISANO

   A. Quarterly Report
   B. Ventura Cities and County Work Program
   C. Intermodal Planning Group review of Overall Work Program
   D. Testimony before State Solid Waste Management Board — ATTACHMENT #3-D

4. ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION COMMITTEE

A. Briefing on Los Angeles/Orange County Metropolitan Area Sludge Management (LAOMA)

Mr. Bill Davis, LAOMA Project Manager, will present an update of the study's activities including an overview of alternative sludge management projects currently undergoing evaluation.

BILL DAVIS, LAOMA PROJECT MANAGER
INFORMATION
20 MINUTES
ATTACHMENT #4-A

B. Water Quality "208" Program Status Report

ROGER RIGA
INFORMATION
10 MINUTES
ATTACHMENT #4-B

C. Air Quality Maintenance Plan Coordinating Committee Status Report

JACK GREEN
INFORMATION
10 MINUTES
ATTACHMENT #4-C

D. Distribution of Air Quality Maintenance Plan Working Paper

DAVE DI JULIO
INFORMATION
10 MINUTES
ATTACHMENT #4-D
SUPPLEMENTAL ATTACHMENT #4-D

5. TRANSPORTATION AND UTILITIES COMMITTEE

A. Air Quality/Transportation Alternative

Staff will report on the status of the Air Quality/Transportation Alternative. In 1977, the State Transportation Board required that such an alternative be developed.

JIM GOSNELL
INFORMATION
15 MINUTES
ATTACHMENT #5-A

B. UMTA Section 5 Allocations for FY-1979 in the Los Angeles-Long Beach Urbanized Area

Approval of the UMTA Section 5 allocations to the three counties within the Los Angeles-Long Beach Urbanized Area is requested. The allocations respect the guarantees made to Orange and San Bernardino Counties on June 2, 1977.

It is recommended that UMTA Section 5 allocations for FY-1979 be approved per the attachment.

BILL BOYD
ACTION
5 MINUTES
ATTACHMENT #5-B

6. CONSENT CALENDAR

A. Approval of Memorandum of Agreement (MOA) with Los Angeles County Area Agency on Aging (AAA) — ACTION

It is recommended that the Executive Committee authorize the Executive Director to execute an MOA with Los Angeles County AAA.

B. Approval of Amendment to Contract with Daniel Mann Johnson & Mendenhall — ACTION

It is recommended that the Executive Committee authorize the Executive Director to amend contract with DMJM for an amount not to exceed $5,000 to analyze the environmental implications of a sixth growth alternative for the Development Guide, AQMP, and "208" programs. (Existing contract provides for analysis of the other five alternatives.)

C. Authorization to Execute a Contract for Air Quality Modeling — ACTION
ATTACHMENT #6-C

It is recommended that the Executive Committee authorize the Executive Director to execute a sole source contract for air quality modeling for an amount not to exceed $25,000.

D. Approval of Work-Study Program Grant Application — ACTION

It is recommended that the Executive Committee authorize the Executive Director to submit a grant application of $45,000 (11 students) to the State Office of Planning and Research (OPR) to continue SCAG's participation in the urban planning work-study program and to execute the necessary contracts for such an application.

E. Approval of Comments on the City of Los Angeles Wastewater Facilities Plan and Draft E.I.S./E.I.R. — ACTION
ATTACHMENT #6-E

F. Approval of Comments on the U.S. Nuclear Regulatory Commission's Sundesert Nuclear Plant Draft E.I.S. — ACTION

G. Approval of A-95 Grant Reviews — ACTION
ATTACHMENT #6-G

6. H. Authorization to Execute a Contract for Community Development Demonstration Grant Proposal — ACTION

It is recommended that the Executive Committee authorize the Executive Director to execute a sole source contract for purposes of developing a grant proposal for a Community Development Demonstration Grant Proposal. The grant amount will not exceed $5,000.

I. Approval of Transportation Development Act Claims — ACTION ATTACHMENT #6-I

TDA claims that have been reviewed by TUC and are consistent with projects approved by the Transportation Commissions are listed in the attachment. Staff recommends approval.

J. Approval of Short Range Transit Plans — ACTION ATTACHMENT #6-J

It is recommended to amend the Regional Short Range Transit Plan to include input from Gardena and amendments requested by OCTD.

K. Approval of Amendment #4 to the 1977-78 TIP — ACTION ATTACHMENT #6-K

Proposed project amendments submitted by the County Transportation Commissions and local jurisdictions in Imperial and Ventura Counties are summarized in the attachment. TUC recommends approval of the amendments.

L. Approval of Overall Work Program Amendment — ACTION ATTACHMENT #6-L

UMTA has indicated an offer of additional financial assistance to SCRTD which will enable the District to expand its Elderly/Handicapped, Accessible Bus Evaluation Program.

SCAG is requested to act on the District's behalf in formally requesting UMTA for an additional $114,433 ($91,546 federal, $22,887 local share provided by SCRTD) to SCRTD's FY 1977-78 program. The Los Angeles County Transportation Commission concurs in this request. Recommend Executive Committee authorization to apply for the funds on behalf of SCRTD and amend the 1977-78 OWP.

M. Support of Resolution from the County of Los Angeles Department of Health Services — ACTION ATTACHMENT #6-M

The County of Los Angeles Department of Health

Services requests that SCAG adopt a resolution in support of IMMUNIZATION ACTION MONTH to be held during April, 1978 within the County of Los Angeles and, during subsequent months within the counties of Orange, Ventura, San Bernardino, Riverside, and Imperial under the auspices of the Department of Health of each county, urging all parents to be certain that their children are completely immunized against potentially killing and crippling diseases.

N. Approval of Minutes for March 1, 1978 Executive Committee Meeting — ACTION ATTACHMENT #6-N

O. Approval of the Fall 1978 General Assembly at the Queen Mary in Long Beach on October 4-6, 1978.

P. Authorization to Execute the Necessary Contracts and Resolutions to Accept FAA Grant Offer for Project No. M-06-E401-04 — ACTION ATTACHMENT #6-P

FAA has extended a grant offer of $233,376 in lieu of the $329,908 requested in the June 13, 1977 Planning Grant Application for the first of two years effort. While 3 tasks have been eliminated and a 4th has been reduced, it appears that this grant with modifications, will provide the opportunity to carry out the program directions of the February action of the Executive Committee. The grant will be further reviewed with the Executive Committee members of the Aviation Work Program Committee, the FAA, and the agencies involved in the tasks eliminated (VCAG, CVAG, and Los Angeles County) to determine what action should be taken with regard to the eliminated tasks.

6. CONSENT CALENDAR - INFORMATION

Q. AQMP Program Status Report — INFORMATION ATTACHMENT #6-Q

R. Energy Program Status Report — INFORMATION ATTACHMENT #6-R

S. Comments on the Los Angeles County Preliminary General Plan — INFORMATION ATTACHMENT #6-S

T. County of Riverside Romona Ranchos Residential Development EIR Review — INFORMATION ATTACHMENT #6-T

U. Highway System Prioritization Process — INFORMATION ATTACHMENT #6-U

The Metropolitan Transportation Engineering Board (MTEB) has proposed a process for prioritization of state highway projects in excess of $200,000. Information on this item is presented in the attachment.

7. PRESENTATION OF STATE'S URBAN DEVELOPMENT STRATEGIES — BILL PRESS, EXECUTIVE DIRECTOR STATE OFFICE OF PLANNING AND RESEARCH
INFORMATION
ATTACHMENT #7

A0322

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

No. 149

EXECUTIVE COMMITTEE MEETING AGENDA
Thursday, May 4, 1978
9:30 A.M.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
JUN 22 1978

SCAG Offices
600 South Commonwealth Avenue
Suite 1000
Los Angeles, California 90005

A G E N D A

1. ROLL CALL AND INTRODUCTIONS — VICE MAYOR JAMES WILSON

2. PRESIDENT'S REPORT — VICE MAYOR JAMES WILSON

   A. Nominee for California Transportation Commission Technical Advisory Committee

      The Aviation Technical Committee (ATAC) recommends that the Executive Committee request the California Transportation Commission (CTC) appoint the Chairman of ATAC to serve on the CTC Technical Advisory Committee on aeronautics.

   B. Committee Appointments

      Transportation and Utilities Committee
      Environmental Quality and Resources Committee
      Community and Economic Development Committee
      Human Services Committee

3. EXECUTIVE DIRECTOR'S REPORT — MARK PISANO

   A. Status of Regional Air Quality Planning Designations

   B. Status of Ventura Cities and County Study.

4. 1978-79 SCAG OVERALL WORK PROGRAM — MAYOR PRO TEM WEDAA
   ACTION
   20 MINUTES
   ATTACHMENT #4

5. IMPACT OF FEDERAL AND STATE REGULATIONS INVOLVING POPULATION FORECASTING

RICHARD SPICER
INFORMATION
15 MINUTES
ATTACHMENT #5

A. EPA Interim Final Regulations

B. New State Water Resources Control Board Policy

C. State Air Resources Board Policy

6. LEGISLATION

BRIAN FARRIS
ACTION
10 MINUTES
ATTACHMENT #6-A

A. Federal Energy Planning Management Act

It is recommended that this bill include a section providing funding to local governments for energy planning.

B. SB 1457 (Holmdahl) Recommendation for Postponement of Establishment of 911 Systems.

COUNCILMAN NAT TRIVES
ACTION
5 MINUTES
ATTACHMENT #6-B

C. SB 1011 (Roberti), $5 Million Appropriation for Elderly and Handicapped for Transportation to Recreation Areas

ACTION
5 MINUTES
ATTACHMENT #6-C

D. HR 8729 (Anderson) Federal Airport and Aircraft Noise Reduction Act

DAVE FINE
ACTION
5 MINUTES
ATTACHMENT #6-D

The Transportation Committee recommends that SCAG support this bill.

7. TRANSPORTATION AND UTILITIES COMMITTEE

A. FY 1977-78 Unmet Transit Needs in Los Angeles County

JOEL KIBBEE
ACTION
5-10 MINUTES
ATTACHMENT #7-A

The Hearing Board for the FY 77-78 public hearing on Unmet Transit Needs in Los Angeles County has forwarded its findings and recommendations to the Los Angeles County Transportation Commission and SCAG. While the finding of the Hearing Board was that the testimony indicated that there are unmet needs in both the unincorporated area north of the Southern California Rapid Transit District and in the City of Palmdale, there are no needs which can reasonably be met this fiscal year.

Recommended Action: Recommend Executive Committee approval of findings contained in the

attachment and, also, the Article 8 allocations shown.

B. Transportation/Air Quality Alternative

JIM GOSNELL
INFORMATION
10 MINUTES
ATTACHMENT #7-B

Staff will present a description of the transportation/air quality alternative for information and discussion.

C. Come Together Ride Sharing Program

JIM SIMS
INFORMATION
10 MINUTES

A brief status report on this Program and first Community Liaison Area (CLA) activities will be presented.

8. CONSENT CALENDAR

A. Approval of Grant Reviews

ACTION
ATTACHMENT #8-A.(i)

(i) General Grant Review Comments

(ii) Community of Bloomington (San Bernardino County) final EIR on the sewer project for the West San Bernardino County Water District

ACTION
ATTACHMENT #8-A.(ii)

B. Approval of Transportation Development Act Population Estimating Methodology

ACTION
ATTACHMENT #8-B

It is recommended that the Executive Committee adopt a formal policy directing that estimates provided by the State Controller's Office be used in developing TDA apportionments.

C. Approval of Transportation Development Act Claims

ACTION
ATTACHMENT #8-C

TDA claims which are recommended for approval and are consistent with projects approved by the appropriate County Transportation Commission are listed in the attachment.

D. Approval of Contract with UCLA School of Business Management for an Amount Not to Exceed $9,400.

ACTION
ATTACHMENT #8-D

This will allow the region to forecast sales tax funds for the Transportation Development Act more accurately.

E. Approval of the Request by Long Beach to Support the Retention of the Long Beach Weather Station — ACTION ATTACHMENT #8-E

F. Approval of the Distribution of the 1978 Draft Regional Transportation Plan — ACTION

G. Approval of Agreement Between SCAG and the Ventura - Santa Barbara Health Systems Agency — ACTION

H. Approval of Memorandum of Agreement between SCAG and Tri-County Commission for Senior Citizens — ACTION

I. Approval of Coordination with the Center for Public Resources to Develop a Local Government Guide for Emergency Public Services Information System. — ACTION

J. Approval of an Extension of Contract with National C.S.S. — ACTION

It is recommended that the Executive Committee authorize the Executive Director to extend the NCSS contract through this fiscal year for an amount not to exceed $38,000 to provide computer time sharing for development, analysis and tabulation of data for SCAG programs.

K. Approval of an Amendment to the Barton-Aschman Contract — ACTION

It is recommended that the Executive Committee authorize the Executive Director to amend the contract with Barton-Aschman for an amount not exceed $3,000 to provide several additional computer test runs for the transportation program.

L. Authorization to Execute City of Montebello Section 5 Contract — ACTION

Approval is requested to execute the contract between UMTA and the City of Montebello to provide UMTA Section 5 funds for project number CA-05-4077 in the amount of $431,452. These funds will be used in financing eligible transit operating expenses of the City of Montebello Transit for the period July 1, 1976 through June 30, 1977 including operating expenses for

the Santa Fe Springs contract service.

M. Authorization to Execute Orange County Transit District Section 5 Contract — ACTION

Approval is requested to execute the contract between UMTA and the Orange County Transit District to provide UMTA Section 5 funds for project number CA-05-4079 in the amount of $9,466,483. These funds will be used in financing eligible transit operating expenses of the Orange County Transit District for the period July 1, 1978 through June 30, 1977.

N. Approval of Minutes for April 6, 1978 Executive Committee Minutes — ACTION
ATTACHMENT #8-N

O. 208 Citizen Advisory Committee (CAC) Recommendation Regarding Number and Location of Public Hearings — ACTION
ATTACHMENT #8-O

CONSENT CALENDAR - INFORMATION

P. "208" Water Quality Program Status Report — INFORMATION / ATTACHMENT #8-P

Q. First Report of the "208" Hearing Board on the Draft "208" Milestone and Early Action Program Design. — INFORMATION
ATTACHMENT #8-Q

R. Status Report of Development Guide Program — INFORMATION
ATTACHMENT #8-R

S. Ventura County Open Space General Plan Amendment and EIR (Voluntary Submittal to A-95) — INFORMATION
ATTACHMENT #8-S

T. State Water Resources Control Board Sacramento San Joaquin Delta Suisan Marsh Water Quality Control Plan and EIR (grant review). — INFORMATION
ATTACHMENT #8-T

U. Transportation Development Act Unmet Transit Needs Hearing Schedule — INFORMATION
ATTACHMENT #8-U

V. Goods Movement Seminar — INFORMATION

SANBAG and SCAG are co-sponsoring a 1-day seminar on Goods Movement. Representatives of Caltrans, U.S. DOT, and private industry have been invited. More information can be obtained from SCAG or SANBAG staff.

W. Completion of AQMP Work Paper #3, "AQMP - Development and Review" — INFORMATION
ATTACHMENT #8-W
SUPPLEMENTAL ATTACHMENT #8-W

X. Palmdale International Airport Final EIR.

INFORMATION
ATTACHMENT #8-X

Y. Schedule of Transportation, Development Guide, and 208 Workshops

INFORMATION

May 31	Los Angeles County
June 2	Ventura County
June 6	San Bernardino County
June 7	Riverside County
June 8	Orange County

9. AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO PREPARE AN APPLICATION AND EXECUTE THE NECESSARY CONTRACTS FOR $200,000 FROM THE AIR RESOURCES BOARD TO FUND AIR QUALITY WORK IN THE 1977-78 OVERALL WORK PROGRAM.

DAVE DI JULIO
ACTION
10 MINUTES
ATTACHMENT #9

10. PRESENTATION OF THE STATE URBAN DEVELOPMENT STRATEGY

BILL PRESS
EXECUTIVE DIRECTOR
GOVERNOR'S OFFICE OF
PLANNING AND RESEARCH
INFORMATION
25 MINUTES

11. STATUS OF THE AVIATION WORK PROGRAM COMMITTEE

MAYOR PRO TEM HENRY WEDAA
INFORMATION
10 MINUTES

PLANNING

MEMORANDUM OF UNDERSTANDING

State Air Resources Board (ARB) and the Department of nsportation (Caltrans), in order to effectively discharge ir responsibilities for the attainment and maintenance of te and national ambient air quality standards, and to comply h federal requirements for consistency between air quality nning and transportation planning, hereby agree as follows:

I. State Implementation Plan

(a) The ARB is the air pollution control agency for all purposes set forth in federal law. Under Section 39602 of the Health and Safety Code, the ARB is responsible for the preparation of the state implementation plan (SIP) required by Section 110 of the Clean Air Act (CAA or the Act).

(b) Each area of the state in which the national air quality standards are not met (a nonattainment area) must be covered by a plan sufficient to attain such standards as soon as possible, but not later than 1982 (or by 1987, if earlier attainment is not possible for certain automotive pollutants) (CAA Sec. 172). The preparation of such plans for nonattainment areas has been merged with the air quality maintenance plan (AQMP) process currently under way in such areas.

(c) The nonattainment plan/AQMP must contain all reasonably available measures necessary to attain the standards as soon as practicable (CAA Sec. 172). In selecting such measures the agency responsible for the nonattainment plan or AQMP (the responsible agency) must consider, at a minimum, the 18 measures identified in Section 108(e) of the Act. In areas which will not attain the standards by 1982, the plan must contain transportation control measures (TCM) and comprehensive public transportation measures, including requirements to use (insofar as necessary) federal grants, state or local funds, or any combination of such grants and funds as may be consistent with the terms of the legislation providing such grants and funds (CAA Sec. 110 (c)(5)(B)).

(d) In preparing and updating the SIP, the ARB shall receive the nonattainment plans/AQMPs and transmit them to the Environmental Protection Agency (EPA) after the ARB has made any changes necessary to assure timely attainment. The SIP must be submitted to the EPA by January 1979. Unless a satisfactory SIP is submitted, the withholding of federal aid specified by the Act may begin in July 1979 (CAA Sec. 176).

(e) In each nonattainment area, Caltrans shall identify the reasonably available transportation control measures, including capital improvement projects, and shall inform the responsible agency accordingly. The actions and improvement projects identified by Caltrans shall include but shall not be limited to those on the state highway system.

(f) Caltrans and the ARB shall review each draft of each regional nonattainment plan. If any draft does not include all reasonably available transportation control measures the responsible agency will be notified.

(g) Caltrans will review the adopted nonattainment plans submitted to the ARB. If reasonably available transportation control measures continue to be omitted, Caltrans will so inform the ARB.

II. Transportation Plans and Programs

(a) Pursuant to AB 402 (1977), Caltrans will develop a proposed state transportation improvement program (STIP) each year. After consulting Caltrans and considering the STIP, each regional transportation planning agency (RTPA) shall adopt a regional transportation improvement program (RTIP). After considering the proposed STIP and the RTIPs, the California Transportation Commission (CTC) shall adopt the STIP, including all funds to be allocated by the CTC (Gov. Code Sec. 14526-14529).

(b) Each RTPA shall also adopt a transportation plan consisting of policy, action and financial elements. In major urban areas there shall be a transportation system management element designed to improve the utility of the existing system through management techniques (which are substantially the same as the TCM) (Gov. Code Sec. 65081).

The CTC shall submit a biennial report to the Legislature which shall constitute the California Transportation Plan (Gov. Code Sec. 14535).

Under AB 402, inclusion in the RTIP/STIP will be a prerequisite to the funding of the TCM which require capital expenditure. Also, inclusion in the RTIP/STIP is intended to satisfy the requirement of the Act (Sec. 172(b)(7)) to identify and commit the financial and personnel resources necessary to carry out the transportation control measures of the SIP.

(c) Federal law requires conformity of regional transportation plans and improvement programs with the SIP (23 U.S.C. 109j). No metropolitan planning organization may approve any project, program or plan which does not conform to the SIP (CAA Sec. 176(c)). The Act provides for the withholding of federal aid for transportation and other federal grants as a penalty for violation, and therefore the implementation of the SIP is a matter of overriding statewide interest. Accordingly, the CTC may deviate from RTIPs when it adopts the STIP (Gov. Code Sec. 14530). Such deviation would be the appropriate course of action if the SIP were to be violated by a nonconforming project, program or plan.

In order to carry out the foregoing provisions of federal and state law, the ARB and Caltrans agree as follows:

(1) All regional transportation plans and improvement programs shall be reviewed by both Caltrans and the ARB during the development and drafting stage, and the RTPA shall be advised of apparent inconsistencies with the SIP and of the possible consequences of such inconsistencies.

(2) In the event that Caltrans and the ARB mutually determine that an adopted regional plan or program is potentially prejudicial to the state's interest by reason of nonconformity with the SIP, a joint statement to the CTC shall be prepared.

(3) The joint statement of Caltrans and the ARB will describe the basis for the determination that the project, program or plan fails to conform to the SIP and will request that the CTC not incorporate the nonconforming elements in the STIP or state transportation plan (or to include reasonably available measures which have been omitted).

(4) The joint statement of Caltrans and the ARB will be submitted also to the Federal Highway Administration or other federal agency having authority to conduct or support any program with air-quality related consequences, which agency must make the federal-level determination of consistency of a project, plan or program with the SIP.

Consistency of Plans, Programs and Projects with the SIP

(a) Plans. The objective of the transportation control measures of the SIP will be to reduce the growth of emissions attributable to vehicular sources by encouraging public transportation, and higher rates of occupancy of private vehicles. In assessing the consistency of a transportation plan (or program) it must be considered as a whole, and not on a piecemeal basis. A plan will be considered consistent only if (1) it includes all reasonably available transportation control measures and (2) its implementation will result in a reduction in vehicular emissions to a level below that which is projected to occur, under the no improvement alternative (maintenance and operation only). This reduction must be in addition to any decrease attributable to improvements in vehicles themselves or their emission controls.

(b) RTIP. An RTIP will be consistent with the SIP only if (1) it includes all TCM capital investment projects from the appropriate time period in the SIP and (2) the aggregate of all projects in the RTIP, together with the noncapital expenditure TCM, will result in a reduction in vehicular emissions to a level below that which is projected to occur under the no improvement alternative (maintenance and operation only). This reduction must be in addition to any decrease attributable to improvements in vehicles or their emission controls.

(c) Projects. A project will be considered consistent only if it is included in an RTIP/STIP which has been found consistent and if the project itself incorporates those reasonably available control measures identified in the SIP, such as preferential treatment for high occupancy vehicles (applicable after the RTIP has been found to be consistent with the SIP).

(d) Failure to Include Prohibitions. Failure of the SIP to prohibit any particular plan, program or project shall not be the basis of a presumption of conformity or nonconformity with the SIP.

IR RESOURCES BOARD

By _____
Executive Officer

ted: May 17, 1978

DEPARTMENT OF TRANSPORTATION

By _____
Director

Dated: May 16 1978

ENVIRONMENTAL RESOURCE AGENCY

county of ventura

M. L. Koester
Agency Director

SOUTHERN CALIFORNIA
ASSOC. OF GOVERNMENT

JUN 20 1978

June 19, 1978

Mark Pisano, Executive Director
Southern California Association of Governments
600 South Commonwealth Avenue
Suite 1000
Los Angeles, California 90005

Dear Mark:

One June 13, 1978, the Ventura County Air Pollution Control Board (Board of Supervisors), acted to approve a Memorandum of Agreement with the Southern California Association of Governments (SCAG). That agreement, as approved by the Ventura County Board, is attached.

Please note the changes that were made to the staff draft by the Board.

Please review this agreement and submit it to your Executive Committee for review and approval. When your Exectuive Committee has acted upon it, please return the signed original and one copy at which time, if the Ventura County Board agrees with any changes your Executive Committee may make, the Chairman of the Ventura County Board will sign them.

Sincerely,

ENVIRONMENTAL RESOURCE AGENCY

M. L. Koester
Director

MLK:cf
attachment
cc: Bill Lewis, Executive Office
Air Resources Board

AIR QUALITY MANAGEMENT PLANNING
MEMORANDUM OF AGREEMENT

The following Agreement is entered into by the Ventura County Air Pollution Control Board, and the Southern California Ssociation of Governments for air quality management planning (AQMP), including nonattainment planning (NAP) pursuant to the Clean Air Act of 1977.

The following local governmental entities have the following roles for the preparation and adoption of air quality plans:

1. Ventura County Air Pollution Control Board (VCAPCB) sole agency to prepare AQMP (NAP) for Ventura County.

2. The Southern California Association of Governments (SCAG) to prepare and adopt the regional AQMP (NAP) relating to transportation, land use, energy and related planning elements for the SCAG region.

Pursuant to EPA identification of the nonattainment area for Southern California, and pursuant to the ARB required coordination of AQMP's in adjoining Air Quality Maintenance Areas, the participant agencies will coordinate the technical and policy level components of the plan. Program coordination to achieve planning consistency will encompass emission forecasting methods, assumptions on energy issues, review procedures and other matters of mutual concern. Program tasks to develop consistent and mutually supportive Air Quality Management Plan efforts include the following:

1. Program/Policy Leadership

   Local official representation from Ventura County on the SCAG Executive Committee and on the policy advisory committees, including the Environmental Quality and Resource Conservation and the Transportation and Utilities Committees, will ensure continuous coordination on policy matters relating to air quality. In the event that major policy conflicts arise, at the request of either party to this agreement, an air quality coordinating task force will be convened comprised of 2 (two) representatives from VCAPCB, 2 (two) members from the SCAG Executive Committee, one (1) member of the South Coast Air Quality Management District (SCAQMD) Board and 1 (one) member from the South Central Coast Air Basin Coordinating Council. This Task Force will attempt to mediate any differences and recommend resolution of conflicts to the VCAPCB and to the SCAG Executive Committee.

2. Program Management

   The AQMP Managers for Ventura County and SCAG shall arrange regular coordination meetings to discuss current AQMP status and future goals of each effort and to provide consistency and integration of the planning programs. Additional meetings will be held as necessary.

The air quality planning managers shall arrange for exchange of pertinent air quality planning information, analyses and products, including interim and milestone documents after Board approval. Each of the aforementioned air quality planning managers shall keep the others apprised of major local policy decisions impacting the AQMP process, including but not limited to policies, procedures, or agreements officially ratified by the respective policy Boards.

Each of the program managers shall keep their respective Directors or Executive Officer informed throughout the planning program and shall involve such officers in the staff level decision making in their respective areas of concern. Management meetings will be held to facilitate this process as needed.

3. Program Coordination

Staff team members of each of the planning efforts will interact regularly to exchange technical information with regard to data modeling, projection methodologies, etc., in an attempt to achieve maximum consistency of approaches.

4. Public Participation

Each planning agency shall ensure public participation in its planning process so that public input is provided prior to decision by the two governmental entities and so that decisions include coordinated and compatible information with adequate public opportunity to participate. The plans of each agency shall be submitted to the Citizens Advisory Committee (CAC) which advises the VCAPCB and to the CAC which advises SCAG and the SCAQMD on air related matters.

5. Requirements for Consistency among Emissions Inventories, Emissions Projections, and Air Quality Modeling with the Non-attainment Areas

AQMP's are to be developed for air basins principally because meterologic, topographic, and demographic characteristics that affect air quality may vary substantially among air basins. At the same time, related or common characteristics among air basins must be recognized in developing compatible plans. For these reasons it may be necessary to utilize different approaches in obtaining emissions inventories, and in analyzing effects on air quality modeling studies. Although there may be different approaches taken in establishing the data base and in making projections, such differences shall not be allowed to interfere with compatibility of air quality modeling studies throughout the two air basins. To the greatest degree possible, consistency in approaches and methodology shall be pursued in recognition of the interrelationships between the air basins.

6. Major Source Programs: Quantification of Emissions from New or Modified Sources

Compatible methodologies and criteria for New Source Review (NSR) analysis and implementation will be necessary among the participating governmental entities. However, it is recognized that the NSR rules, and the methodologies to predict air quality impacts of new or modified sources may not be identical between the two air basins but will be uniform within an air basin.

7. Selection of Strategies and Reasonably Available Control Measures

Selection of strategies and control measures will require an integrated program through the Air Resources Board, APCDs, transportation entities, and associations of governments. Selections for Ventura County will be closely coordinated with those for Santa Barbara and San Luis Obispo Counties, in addition to those throughout the South Coast Air Basin. In addition to other factors, selection of strategies and control measures will be based upon effectiveness in improving air quality both within and among the basins, and will be consistent to the degree appropriate.

8. Land Use Management: Residential, Commercial, Industrial

The demographic mix in Ventura County is substantially different from that in the South Coast Air Basin as a whole. Again, although many land use management methodologies will be used in common throughout the two air basins, additional methodologies applicable to local conditions will be necessary, based on local constraints. The regional population-housing-employment-land use forecast (PHEL) for Ventura County shall be that which is approved by Ventura local agencies, consistent with adopted regional policy, for incorporation into the Ventura Comprehensive Regional Planning Program.

9. Transportation Control Plan

Transportation control strategies and measures which are required for an approvable AQMP will be developed by the County of Ventura, consistent with adopted Regional policies, and submitted for inclusion in both the subregional and regional transportation plans. The transportation-control element of the AQMP will be included in the subregional transportation plan through the Ventura County Comprehensive Regional Planning Program process. If the process does not resolve conflicts between the Ventura County AQMP and the subregional transportation plan remaining issues will be addressed by the SCAG Executive Committee in its adoption of the Regional Transportation Plan and the Regional AQMP.

10. Plan Analysis

It is anticipated that AQMP will have varying socioeconomic impacts and constraints among the different entities within the two air basins. It will be necessary to develop common methodologies for evaluating these impacts as the strategies and control measures are developed. However, it is anticipated that application of any methodology may vary among entities with different impacts and constraints. The management and coordination process described in (2) above will be essential in developing these methodologies.

11. Plan Review

The draft AQMP for Ventura County will be submitted to Ventura local agencies and to the VCAG Executive Committee for review and comment. The draft will also be submitted to SCAG for review and comment on the consistency of the Ventura County AQMP with the regional policies or plan elements required under Federal or State law. Where any inconsistencies are identified, the SCAG Executive Committee will present findings to the VCAPCB and make recommendations for modifications to the Ventura County AQMP or to the SCAG regional plans, as appropriate. At least 45 days prior to adoption of the Ventura County AQMP, the VCAPCB will notify SCAG of any recommendations by SCAG with which the VCAPCB does not concur. Subsequently, the air coordinating task force referenced in (1) above will attempt to resolve any remaining differences on behalf of the designated agencies prior to plan adoption.

12. Plan Adoption

The AQMP for Ventura County will be adopted by the VCAPCB subsequent to the above review process. The Plan will be submitted to the California Air Resources Board for adoption by the State and to the SCAG Executive Committee for inclusion into the Regional AQMP and RTP for adoption by the SCAG Executive Committee.

13. Funding

Funds will be provided for the development of Non-attainment Plans as described in Section 175 of the Clean Air Act as amended August, 1977, or as otherwise provided by appropriate Federal and State agencies (no local matching funds required). The SCAG Overall Work Program (OWP) will incorporate an air quality work program and funding will be allocated to the Ventura County Board of Supervisors through the established OWP Committee process to support approved tasks.

14. Program Revisions

Recognizing the complications resulting from different deadlines provided by state and federal mandates, this Memorandum of Agreement represents an attempt to insure compliance with the immediate requirements for an AQMP (including the January 1979 SIP submittal), and to set the framework for future non-attainment planning. At the conclusion the current AQMP planning cycle, the parties to this agreement will reassess the adequacy of the relationships and process to determine if modifications are necessary to insure development of an integrated AQMP to meet the 1981 Clean Air Act requirements.

COUNTY OF VENTURA

_____ Date: _____

Edwin A. Jones
Chairman, Board of Supervisors

SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS

_____ Date: _____

James Wilson, President

AUTHORIZATION TO ESTABLISH A RESOURCE COMMITTEE OF AIRPORT PROPRIETORS FOR THE AVIATION PROGRAM

EXECUTIVE COMMITTEE ATTACHMENT #9-D
July 6, 1978

June 23, 1978

TO: Members of the Executive Committee

FROM: Hank Wedaa, Chairman
Aviation Work Program Committee

SUBJECT: Membership of Airport Proprietors on the Aviation Work Program Committee (AWPC)

Recommendation

The Aviation Work Program Committee (AWPC) recommends that all existing and potential airport proprietors in the SCAG region be invited to serve as resource members of the AWPC, but not as voting members. This AWPC recommendation was approved by a unanimous vote of the six members present, with the Chairman abstaining.

Background

The issue of airport proprietors on the AWPC was discussed at the May 18 Aviation Work Program Committee meeting. Membership of the Inter-County Airport Authority (ICAA) on the Committee was questioned because the ICAA is a potential airport proprietor and there are no other airport proprietors with direct representation on the Committee. The AWPC, by a vote of four to three, recommended to the Executive Committee that confirmation of ICAA membership be postponed until the matter could be discussed further at the June 1978 meeting of the AWPC. At its meeting on June 1, 1978, the Executive Committee accepted the AWPC recommendation.

At its meeting on June 16, 1978, the AWPC considered the membership of proprietors again. A consensus of the members present, excluding the Chairman, was that the AWPC should include all airport proprietors, including general aviation proprietors, or none at all. Concern was expressed that the ICAA should have a voice in the proceedings of the AWPC, but that such participation could be accommodated either as a voting member or as a resource. The Committee then voted to recommend to the Executive Committee that all airport proprietors be invited to serve in an advisory/resource capacity, but not as voting members.

APPROVAL OF ADDITIONAL APPOINTMENTS
TO THE AVIATION WORK PROGRAM COMMITTEE

EXECUTIVE COMMITTEE ATTACHMENT #9-E
July 6, 1978

June 23, 1978

TO: Members of the Executive Committee

FROM: SCAG Staff

SUBJECT: Confirmation of Appointee to the Aviation Work Program Committee

Recommendation

The appointment of Supervisor Ralph Diedrich to the Aviation Work Program Committee is submitted to the Executive Committee for confirmation. The Orange County Transportation Commission, on June 12, 1978, selected Supervisor Diedrich to represent the Commission as an alternate, voting member of the Aviation Work Program Committee. The primary member from the Commission is Councilman David Brandt.

AUTHORIZATION TO EXECUTE THE NECESSARY CONTRACTS WITH THE AEROSPACE CORPORATION TO CONDUCT WORK IN THE AVIATION WORK PROGRAM FOR A MAXIMUM AMOUNT OF $10,000.

EXECUTIVE COMMITTEE ATTACHMENT #9-M
July 6, 1978

June 23, 1978

TO: Members of the Executive Committee

FROM: SCAG Staff

SUBJECT: Sole Source Contract with Aerospace Corporation

Recommendation

The Aviation Work Program Committee (AWPC) recommends that the Executive Committee authorize SCAG staff to negotiate a sole-source contract with Aerospace Corporation not to exceed $10,000. Under the proposed contract, Aerospace Corporation would provide follow-on assistance to SCAG and CALTRANS for the airspace capacity computer model. This AWPC recommendation was approved by a unanimous vote with the Chairman abstaining.

Background

During the past year, Aerospace Corporation has developed an airspace capacity computer model for the Southern California region. Development of the model has been funded by the FAA, and Aerospace Corporation has worked under a $124,000 contract with SCAG. Model development will be completed June 30.

The airspace capacity model will be used in the SCAG Regional Airport System Planning Program which will be conducted over the next 17 months. The model will have a critical role in the evaluation of alternative airport locations. It is a complex airspace capacity model, and represents the most advanced model of its type in the United States today.

CALTRANS will operate the model, and SCAG staff will supply inputs which reflect the alternative airport locations selected for evaluation by the Aviation Work Program Committee. SCAG and CALTRANS' staff will require assistance from the model developer due to the complexity of the computer logic, input card system, and a difference in computer language used. Furthermore, the condensed time frame of the revised aviation work program, and the consequent tight schedule for making the computer runs do not permit time loss due to errors or experimentation.

For the reason stated above, the Executive Committee is requested to authorize SCAG to negotiate a sole-source contract with Aerospace Corporation for follow-on assistance with the airspace capacity computer model. The sole-source contract is requested because Aerospace Corporation developed the model, and no other firm has sufficient knowledge of it to be of assistance to CALTRANS and SCAG in the time period contemplated.

If approved, the contract with Aerospace Corporation would not exceed $10,000. Under the contract, Aerospace Corporation would provide assistance to CALTRANS and SCAG as needed between July 1978 and October 1978.

CONSULTANTS CHOSEN TO RECEIVE
AVIATION WORK PROGRAM R.F.P.'s

EXECUTIVE COMMITTEE ATTACHMENT #9-P
July 6, 1978

June 23, 1978

TO: Members of the Executive Committee

FROM: SCAG Staff

SUBJECT: Status of Consultant Selection for Phase II Work in the Aviation Work Program

---

Background

Consulting firms were screened on the basis of qualifications submitted to SCAG for planning tasks in Phase II (July 1978-November 1978) of the Aviation Work Program. At its meeting on June 16, 1978, the Aviation Work Program Committee (AWPC) selected the top two firms in each of four planning tasks to receive the proprosals at its meeting on July 21, 1978, and will recommend consulting firms to the Executive Committee for its approval. The following consultants have been forwarded RFPs:

FIRM	TASKS
Dixon Speas Associates	Aviation forecasts, aviation technology, and airport capacity.
Daniel, Mann, Johnson & Mendenhall	Aviation forecasts and aviation technology
Peat, Marwick, Mitchell & Company	Airport capacity
De Leuw, Cather & Co.	Ground Access
Wilbur Smith & Associates	Ground Access

A0522

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

No. 151

EXECUTIVE COMMITTEE MEETING AGENDA
Thursday, July 6, 1978
9:30 A.M.

SCAG Offices
600 South Commonwealth Avenue
Suite 1000
Los Angeles, California 90005

AUG 18 1978

A G E N D A

1. ROLL CALL AND INTRODUCTIONS — VICE MAYOR JAMES WILSON

2. PRESIDENT'S REPORT — VICE MAYOR JAMES WILSON

   A. Proposed Deferral of 1978-79 SCAG Dues

3. EXECUTIVE DIRECTOR'S REPORT — MARK PISANO

   A. Quarterly Progress Report — ATTACHMENT #3-A

   B. Report on Management Staff Outside Activities that may Relate to the SCAG Overall Work Program

   C. Review of Possible Measures SCAG Might Take to Reduce Local Government Financial Burdens

   D. Status of Section 8 Housing Bonus Funds

   E. Status of Urban Development Strategy Legislation

4. COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE

   A. Discussion of the Regional Growth Forecast/Direction of SCAG '78. — DENNIS MASYCZEK
   INFORMATION
   15 MINUTES
   ATTACHMENT #4-A

   B. Incentive Grant Proposal — DICK WIRTH
   ACTION
   10 MINUTES
   ATTACHMENT #4-B

   It is recommended that the Executive Committee authorize the Executive Director to submit an

application and execute a grant agreement for incentive "701" funding for regional strategies for an amount of $250,000.

5. ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION COMMITTEE

A. "208" Water Quality Program

MAYOR PRO TEM ELEANOR COHEN
ACTION
5 MINUTES
ATTACHMENT #5-A.1

1. Approval of the "208" Milestone and Early Action Reports

2. Discussion of Selected Areawide Policy Alternatives for Water Quality Management

AL HERSON
INFORMATION
5 MINUTES
ATTACHMENT #5-A.2

B. Air Quality Program

1. AQMP Working Paper #4 - "Future Air Quality - What are the Options?"

   A report on air quality tactics and strategies under consideration for inclusion in the Air Quality Management Plan.

DAVE DI JULIO
INFORMATION
5 MINUTES
ATTACHMENT #5-B.1
SUPPLEMENTAL ATTACHMENT #5-B.1

2. Status Report and Approval of Memorandum of Agreement for Non-Attainment Air Quality Planning and Designations for Imperial, Ventura, and San Bernardino Areas.

DAVE DI JULIO
ACTION
5 MINUTES
ATTACHMENT #5-B.2

C. Energy Contingency Planning

   Discussion of how SCAG would respond to growth in the region in light of possible future energy shortages.

BRIAN FARRIS
INFORMATION
5 MINUTES
ATTACHMENT #5- C
SUPPLEMENTAL ATTACHMENT #5-C

6. GRANT REVIEWS

A. City of Los Angeles Department of Airports - Los Angeles International Airport Ground Access Study

LESLIE KASH
ACTION
5 MINUTES
ATTACHMENT #6-A

B. Ventura - Santa Barbara Health Systems Agency Work Program for Full Designation

LESLIE KASH
ACTION
5 MINUTES
ATTACHMENT #6-B

7. PUBLIC HEARING

Public Hearing for the Adoption of a SCAG Conflict of Interest Code.

11:00 A.M.
COLIN LENNARD
ACTION
ATTACHMENT #7
SUPPLEMENTAL ATTACHMENT #7

It is recommended that the Executive Committee adopt the proposed Conflict of Interest Code with any modifications that are necessary.

8. TRANSPORTATION AND UTILITIES COMMITTEE

A. Report on the Memorandum of Understanding Between the Air Resources Board and Caltrans.

JIM GOSNELL
ACTION
10 MINUTES
ATTACHMENT #8-A

B. Status of the Implementation of AB 402

DAVID FINE
INFORMATION
5 MINUTES

C. Legislation

DAVID FINE
ACTION
10 MINUTES
ATTACHMENT #8-C

1. AB 3260 (Ingalls) Social Service Agency Transportation Improvement Act

9. CONSENT CALENDAR

A. Approval of Amendments to the 1977-78 Transportation Improvement Program

ACTION
ATTACHMENT #9-A

Approval is requested to amend the 1977-78 TIP to include projects for SCRTD, Culver City, and Santa Monica.

B. Approval of Amendment #1 to the 1978-79 Transportation Improvement Program

ACTION
ATTACHMENT #9-B
SUPPLEMENTAL ATTACHMENT #9-B

Approval is requested to amend the 1978-79 TIP to include projects submitted by SANBAG.

C. Approval of SCAG as UMTA Section 5 Project Specific Designated Recipient in San Bernardino/Riverside Urbanized Area.

ACTION
ATTACHMENT #9-C

In order to facilitate the grant delivery process, SCAG has been asked by Caltrans, the UMTA designated recipient in the San Bernardino/Riverside urbanized area, to be the Project Specific Designated Recipient for a SCRTD project in the urbanized area. Caltrans' request is supported by SANBAG.

D. Authorization to Establish a Resource Committee of Airport Proprietors for the Aviation Program

ACTION
ATTACHMENT #9-D

The Aviation Work Program Committee requests that appropriate airport proprietors be named as resource persons to the Aviation Work Program Committee.

E. Approval of Additional Appointments to the Aviation Work Program Committee

ACTION
ATTACHMENT #9-E

F. Approval of the Minority Business Enterprise Policy — *ACTION ATTACHMENT #9-F*

G. Approval of Transportation Development Act Claims — *ACTION ATTACHMENT #9-G*

TDA Claims that have been reviewed against the approved Transportation Improvement Program (TIP) and are consistent, are listed in the attachment.

H. Authorization to Distribute San Bernardino Freeway Busway Evaluation Report — *ACTION ATTACHMENT #9-H*

The final report on the San Bernardino Freeway Busway Evaluation has been completed. It has been reviewed by the Technical Advisory Committee responsible for the Busway Evaluation. Approval to print and distribute the final report is requested.

I. Authorization to Distribute Paratransit Survey Report — *ACTION ATTACHMENT #9-I*

SCAG staff has completed a report on Paratransit Services available in Los Angeles County. Approval to print and distribute the report is requested.

J. Approval of Memorandum of Agreement between SCAG and the San Bernardino County Office on Aging — *ACTION*

The SCAG Human Services Policy Advisory Committee recommends that the Executive Committee approve the Memorandum of Agreement. Execution and implementation of the Memorandum of Agreement fulfills requirements of OMB Circular A-95 and assists in development of coordinated social services plan as part of comprehensive planning programs.

K. Approval of Grant Reviews — *ACTION ATTACHMENT #9-K*

L. Approval of Minutes for June 1, 1978 Executive Committee Meeting — *ACTION ATTACHMENT #9-L*

M. Authorization to Execute the Necessary Contracts with the Aerospace Corporation to Conduct Work in the Aviation Work Program for a Maximum Amount of $10,000. — *ACTION ATTACHMENT #9-M*

This will provide assistance to SCAG and Caltrans in making inputs and analyzing outputs for the Airspace Capacity Computer Model.

CONSENT CALENDAR - INFORMATION

N. AQMP Working Paper 2B - "Baseline Emissions Inventory" — *INFORMATION ATTACHMENT #9-N*

O. "208" Water Quality Program Status Report — *INFORMATION ATTACHMENT #9-O SUPPLEMENTAL ATTACHMENT #9-O*

P. Consultants Chosen to Receive Aviation Work Program R.F.P.'s — *INFORMATION ATTACHMENT #9-P*

CONSENT CALENDAR - ACTION

Q. Ride Sharing Options Paper — *ACTION*

Approval is requested to print and distribute an information paper on ride sharing options.

Recommendation

TUC recommends the Executive Committee adopt a support position for the concept of coordinating social service agency transportation services in order to avoid duplication and to improve the efficiency and effectiveness of these operations. Request Assemblyman Ingalls to amend his AB 3260 (Social Service Transportation Act) as follows:

1. Give the county transportation commissions and TPA's the option of developing consolidation plans, coordination plans, or both as part of their action plans rather than requiring them to provide for consolidation.

2. Make the necessary provisions in the bill to resolve the insurance issues which will arise due to coordination or consolidation of transit service.

3. Revise the time schedule of the bill so that program phases will coincide with fiscal years rather than beginning in the middle of them.

4. Delete the requirement that future changes in action plans be included in the regional transportation plan.

5. Delete the provision that Department of Motor Vehicles cards be used as the sole identification of elderly persons to qualify for reduced fares and services. This proposal needs to be modified to allow for the differing age requirements of different transit operators.

Background

AB 3260 provides for the survey of existing social service agency transportation programs and development of an action plan for their consolidation by the county transportation commissions and SCAG. Included in the action plan is the recommendation for one or several "consolidated transportation service agencies" through which all social service agencies would have to contract for their transportation services. The California Transportation Commission gives final approval to the action plans and consolidated agencies. Up to 5% of TDA funds are made available to fund the operations of the consolidated agencies at the option of the County Commissions and SCAG. Transportation services operated consistent with the above action plans pay only 1¢ state tax on gasoline. Department of Motor Vehicles senior citizen identification cards are established as the sole ID needed to qualify for discount rates or services of all transit operators and social service transportation providers.

The following is a time table for the program:

First Phase (January 1, 1979 - December 31, 1979)

a. Director of Finance identifies in Budget Act funds available for social service transportation.

b. CTC's and TPA's submit reports on existing social service transportation services. These reports include an inventory of services and an action plan for their consolidation where desirable. A public hearing is required prior to plan adoption.

c. Secretary of Business and Transportation Agency reports to Governor and Legislature on above by January 1, 1980, 1981, and 1982.

d. Secretary chairs statewide Social Service Transportation Task Force.

Second Phase (January 1, 1980 - June 30, 1980)

a. Secretary reviews CTC/TPA reports and comments back by April 1, 1980.

b. Secretary determines which reports adequate by July 1, 1980 and forwards them to California Transportation Commission. Secretary includes designation of consolidated transportation service agency(ies).

c. California Commission reviews Secretary's report if it recommends rejection within 60 days at a public hearing.

Third Phase (Not later than January 1, 1981)

a. Funds available for operations by "consolidated transportation service agencies."

b. All social service transportation programs utilizing funds allocated by the State shall contract with the designated consolidated transportation service agency for transportation. If adequate service cannot be provided, the Secretary may exempt the agency.

TUC makes the above recommendation to you after considering input from the four county transportation commissions, VCAG, transit operators and SCAG staff.

AB 3260 is now in the Assembly Ways and Means Committee and will be heard later this month.

TRANSPORTATION LEGISLATION

SENATE BILLS	SUMMARY	STATUS	POSITIONS
SB 1011 (Roberti) Transportation to	Appropriates $5 million to the Department of Parks and Recreation for grants during FY's 80-82 as follows: 55% to cities and recreation and park districts having population over 100,000; 35% to counties and regional park districts having population over 1 million; and 10% for areas of special need not qualifying as above. These funds are used to transport people from urban areas to regional, state and federal park and recreation areas. They may be used to contract with existing transit operators.	Assembly Ways and Means	SCAG supports
SB 1337 (Alquist) Expenditure of State Highway Funds	Reduces to one year the period during which disbursements in liquidation of encumbrances may be made following the last day an appropriation is available for encumbrance. Requires Caltrans to obligate funds allocated to it during the FY in which they are allocated unless circumstances beyond Caltrans' control prevent it. Prohibits encumbrance (instead of expenditure) of balance in State Highway Account until appropriated by legislature of made available under the law.	To Assembly Transportation; set for Aug. 8	
SB 1346 (Alquist) Appointments to CTC	Provides that if Governor fails to make appointments to the California Transportation Commission within 30 days in which a vacancy occurs, the Senate Rules Committee may make the appointments.	Assembly Transportation	
SB 1439 (Mills) Local Transportation Planning	Requires each general plan to have a transportation systems element instead of a circulation element. The element must be correlated with the land use plan and contain major thoroughfares, rail facilities, high occupancy vehicle facilities, mass transit routes, terminals and intermodal facilities. Permits a city or county, upon request of a transit district or operator, county transportation commission, TPA, or itself, to require a subdivider to dedicate land for the location of local transit and pedestrian facilities. Authorizes cities and counties to regulate siting of dwelling units and intensity of land use in order to promote accessibility to mass transit.	To Assembly	LCC supports CSAC supports in concept
SB 1440 (Mills) Rail Passenger Service	Authorizes Caltrans to enter into contracts with rail corporations to provide commuter and intercity rail passenger services and acquire and improve terminals. Makes Caltrans the only agency eligible to receive federal rail funds for class 1 railroad service. Authorizes Caltrans to enter into contracts to provide intercity bus service or feeder service to rail terminals in LA-SD Corridor. Requires that the projects be consistent with RTP and RTIP unless Caltrans finds there is overriding statewide significance, insufficient funds or conflicts between RTIP's.	Assembly Transportation	
SB 1634 (Alquist) Guideway Regulation by PUC	Subjects any public transit guideways planned or constructed after January 1, 1979, to regulation and inspection of the PUC.	Assembly Transportation	LACTC supports with amendment
SB 1738 (Mills) Exclusive Lanes	Requires exclusive (preferential) HOV lanes on state highways built after January 1, 1979 to be built so that they can be readily reconstructed as exclusive transit guideways, unless the California Commission finds it impractical.	Assembly Transportation	

TRANSPORTATION LEGISLATION

SENATE BILLS	SUMMARY	STATUS	POSITIONS
SB 1746 (Mills) CPO Planning Responsibilities	Designates San Diego County, instead of CPO, as the MPO and the regional planning and review agency. Creates a municipal advisory committee to assist it in these functions. Also designates the County, instead of CPO as the RTPA except for specific responsibilities assigned to the Transit Development Board.	Senate Floor	
SB 1750 (Mills) Modal Interface	Appropriates $4.6 million to Caltrans from the TP & R Account for a)use by governmental entities for projects to improve interface of transportation modes ($4.45 million) and b) Caltrans' administration of the program ($150,000).	Assembly Transportation set for 6/27.	
SB 1856 (Foran) Emission Inspection	Authorizes federally-designated air quality planning commissions to request Department of Consumer Affairs to implement state's motor vehicle inspections program in its planning area in conjunction with the ARB and DMV.	Assembly Transportation	
SB 1894 (Mills) LA/SD Corridor Rail; Certain Rail Exempt from EIR's	Exempts any projects to institute or increase passenger or commuter service on rail lines already in use from requirements for EIR's. Provides for any unused funds allocated to improvement of LOSSAN Corridor to go to Caltrans for allocation to AMTRAK for improved tracks and grade protection facilities between LA and San Diego and for realignment between San Juan Capistrano and San Clemente.	Assembly Resources, Land Use & Energy. Set for 6/27.	
SB 1899 (Mills) Highway and Guideway Needs Study	Requires new needs study to be completed by January 15, 1981 which will include "guideway construction needs" along with "highway construction needs". The new needs study will be used to allocate funds beginning for FY 1984. Between 1979 and 1984, the 1974 needs study will be used. The needs estimates shall be updated every four years. These provisions would apply only if the CTP is adopted and the Legislature finds the new needs study meets Article 19 of the Constitution. Provides that any disagreement as to funding a guideway project be resolved by a committee chaired by the Secretary of Business and Transportation, and including the Caltrans Director and a member of the California Transportation Commission. Requires Caltrans, prior to approving a financing plan and schedule for an exclusive guideway project, to find the project in conformance with the adopted state TIP for state-funded projects and adopted regional TIP for federally-funded projects.	Assembly Transportation; set for 6/27	LACTC supports if amended; SCAG supports with amendments
SB 1900 (Mills) TDA Fund Revisions	Currently operators may use TDA funds for up to 50% of their non-federally funded costs after their 5th year of operation. During their fifth year of operation they may use TDA funds for 75% of these costs. SB 1990 revises the time schedule for operators to phase into the 50% limitation from the 75% limitation. It provides for increasing the limitation by 2% annually until the 50% limit is reached. Provides that the existing waiver from the 50% and 75% limitations shall also apply to counties with more than 4,500 miles of maintained county roads. Deletes maintenance of effort requirement for FY's 79 and 80. Permits counties use TDA funds for maintenance of multi-modal transportation terminals as well as their construction, in counties where there is no countywide transit district. Provides CTC's/TPA's receive same % of planning funds as they did in FY'78.	Assembly Transportation	SCAG supports with amendments RCTC supports

SENATE BILLS	SUMMARY	STATUS	POSITIONS
SB 1900 (Mills) cont.	Permits reimbursement to a city, county or transit district for costs of administration, review and monitoring of contracts between that entity and any transit operator providing service for it. A limit is placed on the amount reimbursable. Makes a revision in date that TDA Article 8 funds become available only for road, pedestrian/bicycle, and AMTRAK projects. The revised date is July 1, 1980 instead of January 1, 1979.		
SB 1905 (Mills) Housing on Transit Corridors	Directs agencies charged with assessing and assisting in housing problems to consider mass transit corridors as primary locations for new housing in urban areas. Also requires those agencies to consider transit service availability in their assessment and reports on housing policy.	To Assembly Housing & Community Development - set for 6/28	
SB 1906 (Mills) TDA Funds for Housing	Permits local option to allocate unused TDA funds to local housing assistance accounts to aid in developing low-and-moderate-income dwellings in recognized urban transit corridors. TPA's make grants or loans from funds unused or unreserved for capital projects at the end of the fiscal year following their allocation. Funds may be transferred back from the housing account for transit use if they are not used in 18 months or the TPA finds there is a specific transit need for them.	To Assembly	LACTC opposes LCC opposes SCAG opposes RCTC supports
SB 2194 (Holden) Uninsured Motorists Insurance	Requires all transit districts to carry uninsured motorist insurance.	Senate Revenue and Taxation	

TRANSPORTATION LEGISLATION

ASSEMBLY BILLS	SUMMARY	STATUS	POSITIONS
AB 1503 (Ingalls) Multistate Highway Transportation Agreement	Enacts for three years the Multistate Highway Transportation Agreement to encourage uniformity among participating jurisdictions in vehicle size and weight standards to meet objectives including safer, more efficient and more economical transportation by motor vehicles.	Senate Floor	
AB 2435 (Ingalls) RCTC	Authorizes appointment of alternate for citizen member of Riverside County Transportation Commission. Sets term for citizen member of RCTC and OCTC as four years and allows reappointment. Makes President of Board of SCRTD an ex-officio member of LACTC. Allows CTC's to elect chairman at date of their choosing. Requires additional transit progress report of LACTC.	Senate PUT & E; set for 8/15	LACTC opposes SCRTD provision
AB 2577 (Lanterman) Route 7	Requires Caltrans to take necessary steps to switch that portion of Route 7 (Long Beach Freeway) from Route 10 to Route 210 from the federal aid urban to federal aid primary system.	Senate Floor	
AB 2591 (Lancaster) State Highway Route Decision	Establishes procedures for recision of state highway routes. Requires California Transportation Commission (CTC) to request Caltrans to notify TPA's counties, cities in which route is located and request their comments on the proposed recision. Requires Caltrans to submit route inventory report with its recommendations and those of TPA's and local jurisdictions on the proposal. Requires CTC to do economic, land use and social impact an alysis of recision and to analyze route as a corridor for movement of people and goods. CTC then adopts resolution of intent either to rescind or retain the route. If negative comments received from local agencies re recision, a public hearing is held. Following the hearing, final action is taken and if rescinded, CAltrans may dispose of all related real property.	Senate Transportation	LACTC, SBCTC, CSAC, LCC,SCAG support
AB 2829 (Imbrecht) TDA Funds Revisions	Maintains 50% match limitation for counties with density of 300/per square mile (LA, Orange), and reduces it to 25% match in all others (Ventura, Imperial, San Bernardino, Riverside). Deletes expiration date for use of Article 8 funds for transit contracts. Deletes expiration date from exemption to match federal operating assistance.	Senate PUT & E - set for Aug.8	LCC supports CSAC supports SCAG supports RCTC supports

TRANSPORTATION LEGISLATION

ASSEMBLY BILLS	SUMMARY	STATUS	POSITIONS
AB 2829 (Imbrecht) cont.	Freezes the population figures of counties at the 1970 federal census figures to determine those of 500,000 or more which may not use TDA funds for roads within the areas of transit operations. Permits waivers from the 50%, 75% and maintenance of local support requirements for operators in counties of less than 2 million population (instead of 500,000). Lengthens these waivers to three years with a possible 5 year waiver for systems which have a majority of users who are elderly or handicapped persons, or where there are extenuating circumstances. Revises criteria for California Transportation Commission action on a waiver request. Requires CTC action within 60 days of application for waiver from the 50% and 75% limitations. Revises the maintenance of local support requirements to apply to only the operation of mass transit and not capital projects.		
AB 2862 (Kapiloff) Gasoline	As amended, establishes a three-year demonstration program of 50 state vehicles which will use gasoline containing a percentage of ethanol as determined by the state Energy Commission. The Energy Commission is required to do a complete cost-effectiveness study of the use of ethanol in gasoline due a year from the effective date of the bill.	Assembly Ways & Means - June 22	
AB 3020 (Lanterman) Route 2 Expressway	Appropriates unspecified amount of funds to Caltrans to study feasibility of converting a street to an expressway within the Route 2 corridor from Route 405 to Glendale Blvd.	To Senate Transportation	
AB 3069 (Kapiloff) Gasoline	As amended, establishes a program for use of methanol by certain electrical corporations and public utilities. Requires them to use a 10% methanol mixture. Provides safeguards if the cost is too high or the requirement infeasible.	To be incorporated into AB 2862	ARB supports
AB 3092 (Lewis) Air Quality	Authorizes SCAQMD to include in its air quality management plan any indirect sources review program or other land use control measures but prohibits ARB from requiring these as a condition of plan approval. Other non-substantive amendments.	Assembly Resources, Land Use and Energy - June 29	
AB 3151 (Calvo) Energy Conservation	Provides for the State Energy Commission to prepare state energy conservation goals and policies for implementation by state agencies. Provides for the Commission also to undertake programs to reduce transportation-related energy usage. Establishes state policy supporting high-occupancy vehicle usage, other alternatives to automobile travel, and transportation system management strategies.	Dropped	

ASSEMBLY BILLS	SUMMARY	STATUS	POSITIONS
AB 3260 (Ingalls)	AB 3260 provides for the survey of existing social service agency transportation programs and development of an action plan for their consolidation by the county transportation commissions and SCAG. Included in the action plan in the recommendation for one or several "consolidated transportation service agencies" through which all social service agencies would have to contract for their transportation services. The California Transportation Commission gives final approval to the action plans and consolidated agencies. 5% of TDA funds are made available to fund the operations of the consolidated agencies, at the option of the County Commissions and SCAG.	Assembly Ways and Means Committee - set for June 22	
AB 3328 (Berman/ Ingalls) LACTC ½% Sales Tax	Authorizes LACTC to allocate not less than half of any tax revenues generated from a ½% sales tax increase for public transit purposes and not more than half of such revenues to the county and cities therein on the basis of population, for transit and road purposes. Such allocations shall be based on the LACTC TIP as modified by SCAG when incorporated into the Regional TIP.	Senate PUT & E - not set	LACTC supports
AB 3543 (Knox) Regional Planning	Requires major metropolitan COG's to adopt a regional needs assessment for housing, industrial sites, solid waste disposal sites, open space, air and water quality, transportation systems, and other regional public facilities. Cities and counties required to determine consistency of their proposed actions with the needs assessment. Requires certain statewide and regional planning and regulatory agencies to enter MOU's with COG's to coordinate their activities. A companion bill (AB 3544) funds the program. AB 3543 will be enacted only if AB 3544 is enacted.	Assembly Ways & Means - June 22	
AB 3725 (Dannemeyer) Noise Barriers on Freeways	Requires Caltrans to develop and implement a priority system for installation of noise attenuation barriers on freeways. Requires Caltrans to reimburse cities or counties for any barriers approved by the California Transportation Commission and built to Caltrans' specifications prior to state funding being available for the project. Reimbursement is made when that project is reached on the priority listing and state funds are available to construct it.	Assembly Floor	
ACR 51 (Bane)	Requests Caltrans to withhold implementatin of any major new methods of transportation control which depart from past practice until the Legislature has voted approval.	Senate Transportation Committee	SCAG opposes

TRANSPORTATION LEGISLATION

FEDERAL BILLS	SUMMARY	STATUS	POSITIONS
S. 3073 (Bentsen) Federal Aid Highway Act of 1978	Authorizes additional funding for highway programs through FY 1980. Provides cut-off dates for Interstate program. Establishes small urban/ rural highway program. Planning provisions dropped.	To Senate Floor	SCAG, CTC'S, LA City, support portions and recommended amendments
S. 2441 (Williams) Federal Public Transportation Act of 1968	Authorizes additional funds for transit operations and capital grants. Establishes a two-tier system for allocation of Section 5 funds with the 2nd Tier including areas of 750,000 + population. Provides for consolidated planning funds. Provides for Secretary to review, but not approve RTP's.	To Senate Floor	SCAG, CTC's, LA City, SCRTD support portions and recommend amendments
S. 2493 (Cannon) Aviation Regulatory Reform	Removes a number of existing restrictions on the aviation industry and provides the opportunity for greater competition and reduced fares. Reinstates the federal loan guarantee program for capital purchases. Provides federal preemption of regulation of certain carriers providing intra-state service.	Passed Senate Floor; to Conference Committee	
HR 8729 (Anderson) Airport and Airway Noise Reduction	Establishes voluntary program to plan and implement noise reduction by airport operators and surrounding communities. Establishes a system of excise taxes on air travel to fund retrofitting, reengining and replacing aircraft not conforming to noise standards. Authorizes addition ADAP funds for development and maintenance of public airports.	House Floor	SCAG supports
HR 12611 (Anderson) Aviation Regulatory Reform	Removes a number of existing restrictions on the aviation industry and provides the opportunity for greater competition and reduced fares. Provides for federal preemption of regulation of some carriers providing intra-state service. Reestablishes federal guarantee of loans for purchase of equipment. Terminates the Civil Aeronautics Board	To House Floor	
HR 11733 (Howard) Surface Transportation Assistance Act of 1978	Continues highway funding for various programs through FY 1982. Provides for early completion of Interstate System. Funds urban mass transportation program with a two-tier program for UMTA Section 5 funds and additional funds for purchase of buses. Provides a program for private and public transit in non-urbanized areas. Provides option for Congressional veto of regulations established to implement the legislation.	To House Floor	SCAG, CTC's, LA City, SCRTD support portions and recommend amendments

6/21/78

APPROVAL OF AMENDMENTS TO THE 1977-78
TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE COMMITTEE ATTACHMENT #9-A
July 6, 1978

PROPOSED PROJECTS FOR AMENDMENT #4b OF THE 1977-78 TRANSPORTATION IMPROVEMENT PROGRAM

I. RECOMMENDED ACTION

A. Recommend Executive Committee endorsement of Amendment #4b of the 1977-78 TIP submitted by the Los Angeles County Transportation Commission.

B. Recommend that the Executive Committee's endorsement of Amendment #4b of the 1977-78 TIP also indicate the approvals required by OMB Circular A-95 (Regional Clearinghouse).

C. Recommend that the Executive Committee find Amendment #4b of the 1977-78 TIP consistent with the Regional Transportation Plan.

II. BACKGROUND

Amendment #4b of the 1977-78 Transportation Improvement Program (TIP), includes three transit operating UMTA Section 5 project revisions submitted by the Los Angeles County Transportation Commission. A listing of those projects appears on the following page. This amendment will be presented for approval by the Executive Committee.

PROPOSED PROJECTS FOR AMENDMENT #4b OF THE
1977-78 TRANSPORTATION IMPROVEMENT PROGRAM

The following three projects were submitted for inclusion in Amendment #4b to the 1977-78 TIP.

Agency: SCRTD

The SCRTD amendment includes a transfer of UMTA Section 5 money from the Los Angeles-Long Beach Urbanized Area, San Bernardino County portion, ($267,426) and the Riverside-San Bernardino Urbanized Area, San Bernardino County portion ($90,096) for services provided by the SCRTD in San Bernardino County. The San Bernardino and Riverside County Transportation Commissions have concurred with this action.

A-95#	Project Description	FY	Total	(in $1,000's) Federal (Sec. 5)	TDA	Local
LA0690MT	Operation of Bus Transit System	'78	198,788	47,702	68,116	82,970

A breakdown of the federal column is as follows:

Fund Source		(in dollars)
CETA		$ 1,500,000
Section 9		600,000
Section 5		45,602,219
LA-Long Beach Urbanized Area (L.A. Co. portion FY '78 allocation)	$ 41,100,000*	
LA-Long Beach Urbanized Area (SBd. Co. portion FY '78 allocation)	267,426	
LA-Long Beach Urbanized Area (L.A. Co. portion, advance on FY '79 allocation)	4,144,697	
Riv-San Bernardino Urbanized Area (SBd. Co. portion FY '78 allocation)	90,096	
Total Federal $		$47,702,219

*An additional $8,000,000 of FY '78 Section 5 funds was programmed in the '77 TIP for the SCRTD expenses in FY '78 (Grant #CA-05-4080) bringing the total allocation of the L.A. Co. portion FY '78 to $49,100,000.

Agency: Culver City Municipal Bus Lines

This amendment increases Culver City Municipal Bus Lines TDA allocation for operating expenses by $40,700.

A-95#	Project Description	FY	Total	(in $1,000's) Federal (Sec. 5)	TDA	Local
LA2010MT	Operation of Fixed-Route System and Senior Citizen Service and wheel-chair lift for handicapped unit	'78	1,161	63	534	564

Agency: Santa Monica Municipal Bus Lines

This amendment increases Santa Monica Municipal Bus Lines TDA allocation for operating expenses by $275,418.

A-95#	Project Description	FY	Total	(in $1,000's) Federal (Sec. 5)	TDA	Local
LA0613MT	Operation of Fixed-Route System	'78	5,365	880	1,344	3,141

APPROVAL OF AMENDMENT #1 TO THE
1978-79 TRANSPORTATION IMPROVEMENT
PROGRAM

EXECUTIVE COMMITTEE ATTACHMENT #9-B
July 6, 1978

PROPOSED PROJECTS FOR AMENDMENT #1 OF THE 1978-79 TRANSPORTATION IMPROVEMENT PROGRAM

I. RECOMMENDED ACTION

A. Recommend Executive Committee endorsement of Amendment #1 of the 1978-79 TIP submitted by the San Bernardino County Transportation Commission.

B. Recommend that the Executive Committee's endorsement of Amendment #1 of the 1978-79 TIP also indicate the approvals required by OMB Circular A-95 (Regional Clearinghouse).

C. Recommend that the Executive Committee find Amendment #1 of the 1978-79 TIP consistent with the Regional Transportation Plan.

II. BACKGROUND

Amendment #1 of the 1978-79 Transportation Improvement Program (TIP), includes the balance of the transit TIP submitted by the San Bernardino County Transportation Commission. This amendment will be presented for approval by the Executive Committee. TUC recommendations on endorsement are presented above. A summary of 1st Amendment projects and financial summaries appear in supplementary attachment #1. EXECUTIVE COMMITTEE MEMBERS WHO DESIRE A COPY OF THE COMPLETE '79 TIP AMENDMENT #1 ARE REQUESTED TO CONTACT STAFF IN ADVANCE OF THE MEETING.

APPROVAL OF SCAG AS UMTA SECTION 5 PROJECT SPECIFIC DESIGNATED RECIPIENT IN SAN BERNARDINO/RIVERSIDE URBANIZED AREA

EXECUTIVE COMMITTEE ATTACHMENT #9-C
July 6, 1978

SCAG
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ACCEPTING THE "PROJECT SPECIFIC DESIGNATION" TO BE THE DESIGNATED RECIPIENT FOR THE ACCEPTANCE OF PAYMENT TO THE SCRTD FOR TRANSIT SERVICE, PROVIDED IN SAN BERNARDINO COUNTY.

WHEREAS, Section 5 of the National Mass Transportation Assistance Act of 1974 provides funds for operating assistance for transit operators; and

WHEREAS, the Southern California Association of Governments (SCAG) has been named as the Designated Recipient in the Los Angeles-Long Beach Urbanized Area to receive Section 5 funds; and

WHEREAS, the Southern California Rapid Transit District has applied for funds under the Section 5 Program in the Los Angeles-Long Beach and San Bernardino-Riverside Urbanized Areas; and

WHEREAS, the Southern California Rapid Transit District provides transit service in San Bernardino County (on Lines 194, 445, 484 and 496); and

WHEREAS, an agreement exists between SCRTD, San Bernardino County, and the West Valley Transit Service Authority (WVTSA), to provide such service; and

WHEREAS, the agreement on behalf of both San Bernardino County and WVTSA shall be automatically transferred to OMNITRANS, and the agreement shall thereafter be automatically extended each year until revoked by the parties involved; and

WHEREAS, OMNITRANS, San Bernardino County and WVTSA have agreed to use funds pursuant to Section 5 of the Urban Mass Transportation Act of 1976, as amended, allocated to portions of the Los Angeles-Long Beach and San Bernardino-Riverside Urbanized Areas within San Bernardino County, for payment to SCRTD for services described; and

WHEREAS, SCRTD has made application with the Urban Mass Transportation Administration for these same Section 5 funds; and

WHEREAS, the processing of these grant applications will be expedited by the "Project Specific Designation" of SCAG as the designated recipient for these grant claims;

NOW THEREFORE, BE IT RESOLVED by the SCAG Executive Committee, as follows:

That SCAG accepts the "Project Specific Designation" as the designated recipient for the purposes of expediting Section 5 grant applications for payment to the SCRTD for transit service provided in San Bernardino County.

BE IT FURTHER RESOLVED that the Executive Director or his duly appointed representative will forward to the Urban Mass Transportation Administration the necessary documentation to complete SCAG's responsibilities under the terms of the "Project Specific Designation" for these grants.

Passed and Adopted by the Executive Committee of the Southern California Association of Governments this 6th day July, 1978.

JAMES WILSON
President

Attest:

MARK PISANO
Executive Director

Energy Futures Contingency Planning

Summary

This paper was prepared in response to questions raised at the June 1st Executive Committee meeting concerning whether a relationship exists between energy use and air quality. A major issue addressed at this meeting was the possible implications of alternative energy demand and supply scenarios on air quality.

The Department of Energy has evaluated this potential relationship based on six possible energy supply-demand scenarios. They concluded that although the nation-wide air pollution emissions picture is likely to change substantially by 1990, those changes will not be significantly affected by foreseeable fluctuations in energy supply and demand.

SCAG's transportation and air quality sections are also currently studying various transportation control and energy conservation strategies to determine the relative ability of each of these measures to affect energy demand and improve air quality. The staff has estimated that implementation of these tactics may result in a 20% decrease in energy demand.

The impacts of energy supply scenarios, however, are much more difficult to ascertain. Possible socio-economic and environmental impacts resulting from a 20% or 50% reduction in future energy supply are briefly discussed in this paper. They could be substantial.

Finally, it is shown that SCAG's areawide planning programs have the ability to further investigate this issue. Many of SCAG's programs are already deeply involved in studying this relationship. With further direction and support, the potential exists for developing a comprehensive energy future contingency planning program.

In conclusion, four points are presented:

1. Recent studies show, on the national level, little relationship between energy supply and air quality. This may not be true at the regional and local level.

2. SCAG is working in the energy area now, notably as part of transportation and in air quality planning.

3. The recent proposal to Argonne National Laboratory would greatly enhance regional and local energy planning capability.

4. If the Argonne proposal is not funded, then other funding sources for this work should be sought.

CITY OF LOS ANGELES DEPARTMENT OF AIRPORTS - LOS ANGELES INTERNATIONAL AIRPORT GROUND ACCESS STUDY

EXECUTIVE COMMITTEE ATTACHMENT #6-A
July 6, 1978

Recommended Action:

It is recommended that the Executive Committee support the Los Angeles City Department of Airports' preferred alternative to improve ground access to Los Angeles International Airport provided the project includes a firm commitment for a use of the facilities for preferential treatment of buses and other public high occupancy vehicles. It is also recommended that the comments urge:

-- that the Department of Airports coordinate the project with the bus-on-freeway component of the Regional Transit Development Program and other programs which support bus service to the airport;

-- that the air quality analysis in the environmental document be expanded to include the impacts of project-related pollutant emissions on downwind oxidant air quality;

-- that all facilities resulting from the project be designed to minimize localized concentration of carbon monoxide and particulates from autos and buses; and,

-- that the Department of Airports respond to the questions and comments raised in the attached letter from the Los Angeles County Transportation Commission.

Project:

The City of Los Angeles Department of Airports has submitted a draft environmental impact assessment report (EIAR) and grant request for $37.5 million from the Federal Aviation Administration to make ground access improvements to Los Angeles International Airport. (Total cost of the project will be approximately $100 million, with the remainder to come from DOA funds and bonds.) The purpose of the project is to keep the level of traffic congestion within the airport to no more than that of the 1977 service level (28.4 million annual passengers (MAP)) when the airport reaches the 40 MAP level sometime in the early to mid-1980's. To do this, and still achieve a reasonable balance between construction and operating/maintenance costs, the recommended alternative includes:

-- construction of an elevated four-lane roadway over the existing World Way road in the central terminal area (CTA) with entrance ramps at Century and Sepulveda Boulevards;

-- construction of new CTA parking structures and expansion of existing peripheral lots;

-- construction of second-level lobbies at existing ticketing buildings; and

-- widening or other modifications to several streets in the vicinity of the airport.

Although not included as part of the recommended alternative in the EIAR, the Department of Airports has stated that the project will include preferential facilities for buses and other public high-occupancy vehicles.

Staff Analysis: *

The proposed project is consistent with several actions recommended in the Regional Transportation Plan. The Plan states that:

-- "Ground access to Los Angeles International Airport must be improved..." and,

-- "...provision for priority lanes...on streets leading into the airport for [airport limousines or buses] as well as other public transit buses are needed and should be vigorously supported."

While some of the other alternatives evaluated in the EIAR (such as elevated busway, preferential buses on existing lanes of World Way, a people mover and increased reliance on the regional bus system) would meet these and other actions in the Plan, they would not result in reductions of congestion equivalent to that of the recommended alternative. Further, the recommended alternative has the flexibility to incorporate some of the other alternatives, i.e., people mover, if they are found necessary at a later date, and the recommended project can be tied into the bus-on-freeway component of the Regional Transit Development Program. Finally, while the other alternatives would have lower construction costs, the long-term operating and maintenance costs of the other alternatives would be greater than those of the recommended alternative.

Staff review of the proposal has also determined that the improvements would be generally consistent with the objectives of the Air Quality Management program. However, the EIAR evaluates only carbon monoxide impacts. Staff would recommend that other pollutants (particularly hydrocarbons and NO_x) be evaluated, and that any evaluation consider oxidant air quality impacts on areas further downwind from the airport.

Comments received from the Los Angeles County Transportation Commission support the project with certain requests for further information (letter attached). The SCAG Aviation Technical Advisory Committee also supports the Department of Airports' proposal.

---

*The staff analysis has assumed that the preferred alternative includes preferential treatment for buses and other high-occupancy public vehicles.

VENTURA - SANTA BARBARA HEALTH SYSTEMS AGENCY WORK PROGRAM FOR FULL DESIGNATION

EXECUTIVE COMMITTEE ATTACHMENT #6-B
July 6, 1978

RECOMMENDED ACTION

Because up-to-date project information and the results of the review of this project by the County of Ventura are not available at the time of the mailing of the Executive Committee agenda, there is no staff recommendation at this time. Additional information and recommendations will be presented at the meeting.

PROJECT BACKGROUND

The Ventura-Santa Barbara Health Systems Agency submitted a grant request for $636,488 and a work program for full designation to serve as the Health Systems Agency (HSA) for the two counties. Activities to be undertaken to plan for the health facilities and service needs include: development of a health system plan and annual implementation plan for the area, development of specific plans and projects for health systems development, grant reviews for health care and services under both federal and state requirements and preparation of appropriate manuals for them, data management and analysis, public involvement activities, and administration.

The proposal was reviewed by the Ventura County Association of Governments' Executive Committee at their June 8 meeting because of concerns over the level of the proposed HSA budget. However, at that time the HSA put forth a smaller budget of $379,000 which the County and VCAG did not yet have the opportunity to review. The attached comments were received from VCAG requesting that the SCAG Executive Committee comment negatively on the larger budget and review the smaller budget.

Information on the new budget has been requested and should be available for review by the County of Ventura prior to the July Executive Committee meeting. The County Executive will be analyzing the budget and will be submitting comments prior to the meeting.

Because the HSA's budget year ends on July 6, there is not an opportunity to delay action on the proposal to allow for an extended review of the new budget. Comments and any concerns still remaining will be presented to the Executive Committee at the July meeting.

VENTURA COUNTY
ASSOCIATION OF GOVERNMENTS

642-3535
290 Maple Court, Suite #218, Ventura, CA 93003, (805) 648-6131, Extension 2888

June 9, 1978

Leslie Cash
Southern California Association of Governments
600 S. Commonwealth Avenue, Suite 1000
Los Angeles, California 90005

Re: Ventura - Santa Barbara Health Systems Agency Work Program for Full Designation - $636,488/$605,368 - VE-7926-CHP

Dear Leslie:

Upon a recommendation of Monty Lish, Ventura County Executive, the VCAG Executive Committee recommends that SCAG send a negative comment concerning the proposed HSA Budget.

Monty Lish indicated that the HSA is in the process of revising its Budget request downward from $636,488 to approximately $379,000. The VCAG Executive Committee requests that SCAG reject the higher Budget and ask the HSA to submit a Budget based upon the $379,000 figure.

Additional information concerning this matter should be provided by the Ventura County Executive.

Sincerely,

Norman Blacher
Executive Director

NB:la

cc Monty Lish
Board of Supervisors
Dr. Charles Reach
Claude Martinez

PUBLIC HEARING FOR THE ADOPTION OF A SCAG CONFLICT OF INTEREST CODE

EXECUTIVE COMMITTEE ATTACHMENT #7
July 6, 1978

MARTIN J. BURKE
ROYAL M. SORENSEN
DWIGHT A. NEWELL
JAMES T. BRADSHAW, JR.
MARK C. ALLEN, JR.
RICHARD R. TERZIAN
MARTIN L. BURKE
CARL K. NEWTON
J. ROBERT FLANDRICK
DENNIS P. BURKE
LELAND C. DOLLEY
COLIN LENNARD
R. MICHAEL WILKINSON
BRIAN J. SEERY
NEIL F. YEAGER
BRIAN A. PIERIK
WILLIAM PAUL KANNOW
BEATRICE J. BRAUN-STONE

LAW OFFICES
BURKE, WILLIAMS & SORENSEN
SUITE 3300
UNITED CALIFORNIA BANK BUILDING
707 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA 90017

TELEPHONE
(213) 485-0101

HARRY C. WILLIAMS
(1912-1967)

GEORGE W. WAKEFIELD
OF COUNSEL

June 19, 1978

Mr. Bart R. Meays
Southern Calif. Assn. of Govts.
600 South Commonwealth Avenue
Suite 1000
Los Angeles, CA 90005

Re: Conflict of Interest Code

Dear Bart:

As you are aware, the California Fair Political Practices Commission has formerly requested SCAG to submit a Conflict of Interest Code on or before July 10, 1978, for review and approval by the Commission.

Pursuant to the requirements of the Political Reform Act of 1974, which requires every public agency to adopt a Conflict of Interest Code (G.C. §87300), I am enclosing for consideration and adoption by the Executive Committee the following:

(1) SCAG's Conflict of Interest Code.

(2) Instruction Manual for completing Statements of Economic Interests, and

(3) A set of Conflict of Interest Disclosure forms.

Prior to submitting the Code to the FPPC, the Executive Committee must hold a public hearing in order to receive public input concerning the Code's formulation.

After adoption by the Executive Committee an original and two copies of the Conflict of Interest Code must be forwarded to the FPPC along with the Executive Director's declaration that SCAG satisfied the notice and hearing requirement. In addition, materials must be submitted describing generally the reasons for the designations and the disclosure responsibilities of the officers and employees.

Prior to Executive Committee action, I would recommend and encourage the distribution of the proposed Code to all employees, especially those in designated positions, for their oral or written comments.

If you have any questions regarding the Conflict of Interest Code, please let me know.

Very truly yours,

COLIN LENNARD

CL:kr
Enclosures

cc: Mark Pisano,
Executive Director

REPORT ON THE MEMORANDUM OF UNDERSTANDING BETWEEN THE AIR RESOURCES BOARD AND CALTRANS

EXECUTIVE COMMITTEE ATTACHMENT #8-A
July 6, 1978

Recommendation

The Transportation & Utilities Committee recommends that SCAG communicate its concerns and recommendations on this MOU to the California Transportation Commission, Air Resources Board, CALTRANS and other appropriate parties and that the Executive Committee authorize testimony at the public hearing on this subject.

Such correspondence/testimony would cover points outlined below.

Background

Recently the ARB and CALTRANS staffs signed a Memorandum of Understanding (enclosed) supposedly outlining respective roles for the two agencies related to Transportation and Air Quality. We believe this MOU to curtail significant policy directives and that they directly affect SCAG's transportation responsibilities under the Federal Clean Air Act to conduct Non-Attainment Planning. The responsibilities outlined in the MOU may lead to confrontation with the State on defining reasonably available transportation control measures for this region. Finally, the MOU was prepared with no local government involvement.

Several groups have expressed concern about the MOU. The California Committee of Regional Council Directors acted last month to have the two agencies reconsider various positions of the MOU. CSAC asked that the Memorandum be redrafted with local and regional agency involvement. The Senate and Assembly Transportation Committees expressed the need for reconsideration of the document and called for public hearings to be held to involve other affected parties.

A public hearing will be held in Los Angeles on July 10.

The Transportation and Utilities Committee has also reviewed the MOU and issues surrounding it and its development.

This Committee has recommended the above action and this testimony and other correspondence would include the following points:

- The desirability of these two agencies agreeing on respective responsibilities related to non-attainment planning.
- The need for local government involvement and consultation in that determination.
- An indication of the existing local and regional processes already established to reach transportation/air quality decisions in this region.

- o Recognition of decision-making responsibility already established in law and regulation.

- o Policy-related matters such as this be reviewed and decided by policy boards and not administratively.

Note: The Environmental Quality and Resource Conservation Committee will review this issue at its June 29 meeting. Any action will be reported at your meeting.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

MINORITY BUSINESS ENTERPRISE POLICY

I. Executive Policy Statement for Minority Business Enterprise

It is the policy of the Southern California Association of Governments to provide for full and fair uitilization of minority business enterprises and will use its best efforts to ensure that minority business enterprises shall have an equitable opportunity to compete for contract and subcontract work.

It is the policy of the Southern California Association of Governments to administer contract policy, consultant selection and related procurement activities without regard to race, color, religion, political belief, age, national origin, sex or cultural background. This policy applies to all aspects of contract administration.

It is the policy of the Southern California Association of Governments to require all consultants and contractors so engaged to adhere to the Executive Policy Statement for Minority Business Enterprise and have an operating program which incorporates similar provisions.

The Office of Management and Budget Circular A-102 requires that "all contracts and sub-grants in excess of $10,000 shall include provisions for compliance with Executive Order No. 11246 entitled "Equal Employment Opportunity"..... Each contractor or sub-grantee shall be required to have an affirmative action plan which declares that it does not discriminate on the basis of race, color, religion, creed, national origin, sex and age and which specifies goals and target dates to assure the implementation of that plan. The grantee shall establish procedures to assure compliance with this requirement by contractors or sub-grantees and to assure that suspected or reported violations are promptly investigated.

II. Responsibilities for Implementation of the Minority Business Enterprise Program

Executive Director

To provide overall guidance, direction and the necessary support, the Executive Director has the responsibility to:

1. Provide leadership in the implementation of policy by directing, reviewing and evaluating progress of the program.

2. Review an annual report and analysis of the program and advise or recommend actions necessary to resolve problems and correct deficiencies.

GOALS OF THE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

MINORITY BUSINESS ENTERPRISE PROGRAM

The goals of the Southern California Association of Governments Minority Business Enterprise program shall be:

The attainment of fifteen (15) percent of the dollar value of Southern California Association of Governments contract awards to Minority Business Enterprise firms for fiscal year 1978-79. Contract awards refer to Southern California Association of Governments consultant and procurement activities.

The long term goal will be the attainment of twenty-five (25) percent of the dollar value of Southern California Association of Governments contract awards to Minority Business Enterprise firms within a three-year period. Southern California Association of Governments shall review and evaluate the effectiveness of goal obtainment for the M.B.E. program annually. Revisions, if necessary, will be based on the analysis.

APPROVAL OF TRANSPORTATION DEVELOPMENT ACT CLAIMS

EXECUTIVE COMMITTEE ATTACHMENT #9-G
July 6, 1978

Summarized below are the Transportation Development Act (TDA) claims recommended for approval. The claims are listed by type and by each County local transportation fund (LTF) from which monies will be allocated.

ARTICLE 4 PUBLIC TRANSIT CLAIMS FOR FY 1979

From the annual apportionments available in each county, Article 4 claims are filed for support of public transit systems.

Los Angeles County LTF

1. Recommended Action: Approve $559,900 interim allocation for Torrance Transit System FY 1979 operating expenses.

Orange County LTF

2. Recommended Action: Approve Orange County Transit District's (OCTD) claim for capital improvements, including $10 million purchase of Pacific Electric corridor for OCTD's starter line project.

Total Funds Available (FY 1979 Apportionment):	$27,983,474	
Accumulated Capital Reserves:	22,414,478	
TOTAL		$50,397,952
Less Previous Allocation for FY 1979 Operating Expenses:		8,786,000
LESS RECOMMENDED ALLOCATION FOR CAPITAL		11,165,010
Balance Available		$30,446,942

Riverside County LTF

3. Recommended Action: Approve City of Banning claim for operating expenses and minor capital improvements. Allocate $30,401 pending receipt of claim documentation not included with claim.

Total Funds Available (FY 1979 Apportionment):	$191,356
Less Assignment to RTA:	1,914
LESS RECOMMENDED ALLOCATION FOR OPERATING:	28,401
LESS RECOMMENDED ALLOCATION FOR CAPITAL:	2,000
Balance Available:	$159,041

4. Recommended Action: Approve City of Riverside's claim for operation of dial-a-ride service and purchase of two vans, with allocation of $270,000 to cover operating expenses. This action leaves $10,000 of claimed amount unallocated pending TIP amendment for Riverside's hydrogen bus demonstration project.

Total Funds Available (FY 1979 Apportionment):	$2,395,965
Less Assignment to RTA:	855,506
LESS RECOMMENDED ALLOCATION FOR OPERATING:	270,000
Balance Available:	$1,270,459

5. Recommended Action: Approve Riverside Transit Agency (RTA) claim for $1,057,637 for FY 1979 operating expenses and capital improvements.

Total Funds Available (Member Agency Assignments):		
County of Riverside	$ 35,650	
City of Banning	1,914	
City of Beaumont	949	
City of Hemet	124,375	
City of Norco	2,951	
City of Perris	796	
City of Riverside	855,506	
City of San Jacinto	35,496	
Total Available:		$1,057,637
LESS RECOMMENDED ALLOCATION		1,057,637
Balance Available:		-0-

San Bernardino County LTF

6. Recommended Action: Approve interim allocation to OMNITRANS for operating of elderly-handicapped services in FY 1979:

Total Funds Available (Member Agency Assignments):	
San Bernardino County:	$ 700,000
San Bernardino City:	300,000
Total:	$1,000,000
Less Previously Approved Allocation:	700,000
LESS RECOMMENDED ALLOCATION:	300,000
Balance Available:	-0-

Ventura County LTF

7. Recommended Action: Approve City of Camarillo claim for operating expenses and minor capital improvements.

Total Funds Available (FY 1979 Apportionment):	$258,963
Less Contribution to SCAG for Planning:	777
LESS RECOMMENDED ALLOCATION FOR OPERATING:	84,643
LESS RECOMMENDED ALLOCATION FOR CAPITAL:	600
Balance Available:	$172,943

AMENDED CLAIMS FOR FY 1978

San Bernardino County LTF

8. Recommended Action: Approve City of Adelanto's Article 4 claim to reallocate $4,100 from the City's previously approved Article 8 nontransit allocation for local dial-a-ride services.

	Previously Approved Claim	RECOMMENDED REVISED ALLOCATION
Article 8 Nontransit	$21,008	$16,908
Article 4 Transit	-0-	4,100
TOTAL	$21,008	$21,008

9. Recommended Action: Approve City of San Bernardino's amended Article 8 Streets and Roads claim to reallocate $37,000 additional funds to OMNITRANS for FY 1978 transit services:

	Previously Approved	RECOMMENDED REVISED ALLOCATION
City Art. 8	$ 188,091	$ 151,091
OMNITRANS	813,533	850,533
Total	$1,001,624	$1,001,624

Los Angeles County LTF

The following two items are recommended consistent with Executive Committee action approving amendments to the FY 1978 TIP, as requested by LACTC, Santa Monica and Culver City.

10. Recommended Action: Approve Santa Monica Municipal Bus Lines' claim for additional allocation for FY 1978 operating expenses in the amount of $275,418.

11. Recommended Action: Approve Culver City Municipal Bus Lines' claim for additional allocation for FY 1978 operating expenses in the amount of $40,700.

The following three items are FY 1978 "clean-up" actions recommended by staff. They are consistent with prior TUC actions.

Orange County LTF

12. Recommended Action: Approve revised SCRTD claim for its FY 1978 Service agreement with OCTD, to adjust the FY 1978 allocation to SCRTD, to meet actual costs for its service in Orange County.

Previously Approved Claim:	$1,215,788
Less FY 1978 "adjustment":	180,481
RECOMMENDED REVISED ALLOCATION:	$1,035,307

Los Angeles County LTF

13. Recommended Action: Approve the City of San Fernando's Article 3 (SB 821) claim for disbursal of $4,345 from a previously approved reserve allocation for the City's 1st Street pedestrian project.

14. Recommended Action: Approve the County of Los Angeles' Article 3 (SB 821) claim for disbursal of $30,000 from a previously approved reserve allocation for the County's Avenue "J" Bikeway project.

TDA PLANNING ALLOCATIONS FOR FY 1979

The following items are recommended by staff for Executive Committee approval consistent with previous Executive Committee actions.

15. Recommended Action: Approve the allocations noted below for disbursement to the respective County Transportation Commissions for support of their transportation planning and programming activities in FY 1979.

CTC	FUNDS AVAILABLE	RECOMMENDED ALLOCATION	BALANCE AVAILABLE
Los Angeles	$919,500	$480,445	$439,055
Orange	593,700	505,000	88,700
Riverside	169,000	169,000	-0-
San Bernardino	216,360	216,360	-0-

16. Recommended Action: Approve additional allocation to SCAG in the amount of $100,265 as match for additional FAA funds for the amended Aviation Work Program for FY 1979. The Executive Committee approved the amended program, including FAA and local match, on June 1, 1978.

This revision brings the total TDA planning allocation for SCAG to $901,435. $401,974 is available as carryover in FY '78 from Los Angeles County. The remaining required $499,461 is to be obtained as follows:

County LTF	Maximum Available	RECOMMENDED ALLOCATION	Balance Available
Imperial	$ 4,001	$ 4,001	$ -0-
Los Angeles	689,625	323,325	366,300
Orange	222,638	104,382	118,256
Riverside	63,375	29,713	33,662
San Bernardino	81,135	38,040	43,095
Ventura	-0-	-0-	-0-
Totals	$1,060,774	$499,461	$561,313

The Imperal County amount arises from voluntary allotments to SCAG of .3% from the County and each City. For the four commission counties, the amount is by statute 3/4% of the estimated revenue. The recommended allocations among the four commission counties are proportional to the maximum amounts available. For Ventura County, no contribution to SCAG is shown, as the voluntary contributions are to be returned to the county for special air quality planning purposes.

AUTHORIZATION TO DISTRIBUTE SAN BERNARDINO FREEWAY BUSWAY EVALUATION REPORT

EXECUTIVE COMMITTEE ATTACHMENT #9-H
July 6, 1978

EXECUTIVE SUMMARY

SAN BERNARDINO FREEWAY EXPRESS BUSWAY EVALUATION OF MIXED-MODE OPERATIONS

This report, the last in a series of five, evaluates Mixed-Mode operations on the San Bernardino Freeway Express Busway. A brief summary of previous (bus only) evaluation findings is included, and a comparision of mixed-mode vs. bus-only operatins is also made. A summary of major findings, by chapters of the report, is given below. The final section of this summary draws some implications of these findings for future busways.

INTRODUCTION

The San Bernardino Freeway Express Busway is an 11-mile, exclusive roadway for high occupancy vehicles (HOV's), running eastward from the Los Angeles Central Business District. The two unidirectional busway lanes are built in the median strip or alongside the freeway, and are separated from the automobile traffic lanes by either concrete barrier or a buffer lane with flexible pylons. This 57 million dollar system is the most complete busway in the country, with on-line stations, park-ride facilities, feeder bus lines, outlying park-pool lots, and a supplemental contraflow bus lane in the CBD.

Beginning in October 1976 and continuing through June 1978, carpools of three or more were permitted on this previously bus-only facility daily from 6-10 AM and 3-7 PM. This mixed-mode phase was done in two stages, with carpools permitted on only the easterly portion of the busway during stage 1, and on the whole length of the busway during stage 2.

During bus-only operations (prior to mixed mode), bus ridership grew steadily over the first 29 months of operation, from 1,000 to 14,500 daily passenger trips. Ridership then stabilized until October 1976, when mixed-mode operations were added. During bus-only operations, 50% of the bus riders formerly drove alone and 25% were in a carpool. Only 11% of those riders were transit captives; while the remaining 89% had a car available to them. New riders added during that time had substantially higher incomes than pre-busway riders. The transit market share in this corridor had stabilized to near 25% of trips potentially served by the busway. This mode share was comparable to other forms of rapid transit. The reason cited for choosing to ride a busway bus were time and cost savings, and freedom from traffic congestion.

CORRIDOR IMPACTS

In the half decade that the busway has been in operation, there has been a substantial increase in travel demand in the corridor. This was caused by population growth in the eastern end of the corridor, and also by latent demand becoming manifest as new capacity was added. Thus, while busway usage has increased dramatically, the freeway lanes remained at or near capacity for most of the 4-hour peak periods.

During mixed-mode operations, the number of carpools on the busway/freeway has more than doubled resulting in an increase of 1000 carpools. The increased carpools were newly formed and not caused by diversion from parallel roadways. The freeway/busway facility is meeting regional objectives of 1.3 overall auto occupancy. During this period, vehicular and person volumes on the major east-west roadways in the corridor have increased slightly, speeds have decreased slightly, and accident rates have increased slightly. The main cause of these changes appears to be population growth, but since the busway does not extend the full length of the corridor, it did increase the pre-existing congestion at both of its ends.

FACILITY USAGE

Carpool volumes showed a slow, steady growth (similar to the prior bus patronage growth) from about 600 to over 1400 cars in each 4-hour AM and PM peak period. With an observed occupancy of 3.3 persons per carpool, this translates to about 4600 daily carpoolers. Reverse-peak carpool volumes on the busway are negligible, because the freeway is normally uncongested for reverse peak. Carpool growth is continuing as of this writing.

Bus ridership was not noticeably affected by the introduction of carpools until after the major fare increase in July 1977, when roughly 1000 busriders diverted from buses to carpools and single-occupant-autos. However, by the end of the evaluation period bus ridership appeared to have regained its previous levels.

During each 4-hour AM and PM period, the busway carries about 1600 vehicles containing about 10,000 persons. Half of these people are in carpools and the other half are in buses, as of the end of the evaluation period. Total person volume over the 4-hour periods now slightly exceeds the average volume on one adjacent freeway lane. While the freeway lane demand is at capacity over most of the 4-hour period, the busway shows a sharp 1-hour peak, which may be an expression of desired commute times versus the capacity-constrained commute times on the freeway. During this 1-hour peak, the busway carries about twice the person-volume of one freeway lane. Even with this volume, the busway is operating at only two-thirds of the estimated capacity of 1200 vehicles per hour.

OPERATIONAL PERFORMANCE

Bus running times have not been noticably affected by the introduction of carpools, remaining at about 14 minutes for the 11-mile length (including two station stops). Carpool travel time on the busway is 12 minutes at all times. Auto travel times on the adjacent freeway lanes have actually grown worse during mixed-mode, partly because of congestion caused by merging at the ends of the busway, and partly because of increased demand.

Thus, busway carpoolers can save up to 18 minutes in the AM peak and up to 8 minutes in the PM peak. This time savings can be even greater during incidents on the freeway lanes. Because of the reliability of busway travel times, there is a further, unquantified savings to busway commuters because they do not have to depart earlier to be sure of an on-time arrival at work. An additional time savings may result from the flexibility to travel at any desired time.

MODE SHIFTS

More than half of the busway carpoolers surveyed said that they would not be carpooling if the busway had not been opened to carpools. This means that there are

2600 people now carpooling as a direct result of mixed-mode busway operations.

More than one-third of the busway carpoolers formerly drove alone, one-fourth came from buses, and a lesser percentage came from another carpool. Two-thirds of all carpool partners are co-workers. The turnover rate among carpoolers is estimated to be about 25% per year.

More than half of the carpoolers cited cost-related reasons for carpooling, with time savings or convenience reasons cited next most frequently. Parking costs were similar among carpoolers and single-occupant-vehicle drivers (SOV's). The major reasons cited by SOV's for not carpooling were irregular work hours, need car during day, and convenience. SOV's reasons for not riding a bus were time savings, convenience, and need car. Carpooler's percetions of carpool time savings and "pleasantness" were much more positive than those of SOV's, but carpool cost savings were perceived similarly. Most carpoolers agreed that they "enjoy riding with other people", but the SOV's were neutral to that statement.

The large bus fare increase in July 1977 caused roughly 200 bus riders to switch to carpools, but it appears that a greater number switched to an SOV. This is consistent with the findings about their prior mode and auto availability.

ENVIRONMENTAL EFFECTS

Looking at peak-direction travel on the busway/freeway lanes during the 4-hour AM and PM periods, the reduction in vehicle-miles-travelled (VMT) resulting from only those trips attracted to the busway was 100,000 miles per day during bus-only operations and 150,000 during mixed-mode operations. The resulting reduction in air pollution emissions ranged from 10 to 20% and the energy savings from 7 to 10%, for the 4-hour, peak-direction totals on the busway/freeway lanes.

While the aobve savings were realized as a result of a major shift to high-occupancy-vehicles, there has also been an increase in vehicular volumes on the freeway. This increased demand has offset some or all of the above savings. Other environmental impacts were inconsequential.

SAFETY AND ENFORCEMENT

The western segment of the busway is a physically separate roadway, with access only at the end points. The easterly segment of the busway is in the median of the freeway, and is separated by a "buffer shoulder" with flexible pylons. Thus it is physically possible to enter the busway at any point along the eastern segment, but it is illegal to do so except at the legal access points at the ends. Further, there are two lengthy "access lanes" to and from the busway where the HOV's are separated from the freeway lanes by nothing more than a stripe on the pavement. These differing configurations have a pronounced effect upon safety and enforcement.

During bus-only operations, there were virtually no accidents, violations, or enforcement problems on any of the three parts of the busway. During mixed-mode operations, the same thing held true on the physically-separate western segment. On the eastern segment, however, there was a low occupancy-violation rate (less than 10%), and a substantial safety problem caused by illegal weaving across the buffer shoulder. This produced an overall accident rate that was about the same as a typical freeway. It also required about 500 enforcement contacts per month. For the unseparated access lanes, this illegal weaving is an even larger problem, causing accident rates to double.

There is also a minor safety problem caused by increased congestion at the ends of the busway, and there was an enforcement problem caused by unclear signing during stage 1. To summarize the safety and enforcement picture, "the bigger the barrier the better".

PUBLIC OPINION

Public opinion at all levels has remained strongly positive. Surveys were done of busway carpoolers, bus riders, non-carpoolers using the freeway lanes, and some households in the corridor. Most bus riders felt that the busway should be open to carpools and that carpools have not hurt bus service. Non-carpoolers on the freeway lanes felt that the busway should be open to both buses and carpools, and "the busway was a good investment of taxpayer's money". Busway press coverage has been infrequent, but always positive. The busway is not controversial.

COST-EFFECTIVENESS

To form a basis for an evaluation of cost-effectiveness, the goals of the busway project were identified to be:

- o Provide added corridor capacity
- o Reduce environmental impacts of corridor travel
- o Improve the level of service for corridor travelers
- o Reduce the personal cost of travel
- o Improve the safety of corridor travel
- o Provide for future contingencies (e.g. a future rail line)

Measures of Effectiveness (MOE's) were identified for each of the goals, and data was gathered to measure the degree of attainment of each of the goals during bus-only and mixed-mode operations.

To provide a better basis for future decision-making, several hypothetical alternatives as well as the existing busway were included in this analysis. These included an additional freeway lane, a "low-cost" busway taking full advantage of what we have learned from this busway demonstration experiment, and a low-cost, reversible-lane busway similar to the Shirley Highway Busway near Washington, D.C. Cost estimates were then made for the existing busway plus the three alternative options.

Using the above cost estimates and MOE's, the cost-effectiveness of the four options, under bus-only and mixed-mode, was evaluated. Mixed-mode was found to be generally more cost-effective than bus-only, mainly because the relatively fixed costs were spread across more users, all of whom gained some benefits. The only exception was with regard to the safety goal.

The busway was superior to the additional freeway lane option at reducing user costs, improving level of service, reducing environmental impacts, and providing for future contingencies. There was no difference with regard to safety, and the freeway was more cost-effective for providing added capacity. The low-cost busway options were a little more cost-effective than the existing busway.

The largest monetizable benefit from the busway lies in the savings in user costs resulting from reduced vehicle usage by those new carpoolers and bus riders attracted to the busway. These user-cost savings, for busway-induced carpoolers and bus riders only, come very close to covering the equivalent annual (capital and operating) costs of the busway.

Most of the above conclusions, however, would be likely to change dramatically if

operating conditions on the adjacent freeway were to change dramatically.

IMPLICATIONS OF FINDINGS FOR FUTURE BUSWAYS

This demonstration project has shown that busways can be cost effective, non controversial, and can attract substantial numbers of solo drivers into buses and carpools.

Busways would be most cost effective in bus only operations, when sufficient demand exists to fully use available capacity. Where sufficient bus ridership demand does not exist, or where its development is uncertain, carpools may be judiciously added to increase cost effectiveness without hurting bus operations. When bus demand is uncertain, the busway design should permit carpools to be added, limited, or removed as circumstances change over the life of the busway.

This project has also shown that properly designed busways can attract a mode share similar to that of a comparable rail facility, at substantially less cost. The collection/distribution function served by the same buses reduces or eliminates transferring required for a typical trip. The ability to increase cost effectiveness by adding or deleting carpools makes a busway more adaptable than rail to changing or uncertain future circumstances.

To maximize cost effectiveness, each major aspect of the busway design should be examined to determine that its cost is justifiable in terms of the additional users that it will attract. To minimize adverse impact, busways should be physically separated from adjacent freeway traffic and should not begin or end at places where the freeway will be congested--when this can be done in a cost effective manner.

Finally, busways are most appropriate for congested freeway corridors. If this congestion does not exist or is eliminated, much of the attractiveness--and effectiveness--of the busway would be lost.

Inventory of Paratransit Services in Los Angeles
Volume I: Analysis of Survey Results

SUMMARY

The purpose of the Southern California Association of Governments is to facilitate cooperative planning efforts among member cities and counties to solve problems which transcend local boundaries. During 1976, it became apparent that one such problem was the lack of information available concerning the provision of paratransit service in the region. A preliminary exploration indicated that duplication of service in some geographical areas was a distinct possibility, while operational inefficiencies were a near certainty. Therefore, SCAG's 1977 Regional Transportation Plan included a policy to support the coordination and consolidation of paratransit services where appropriate to provide more effective, efficient, and accessible transportation. Since little detailed information was available, the Plan also directed that a catalog of alternative paratransit services be developed and maintained.

This document is the first of eight volumes describing paratransit services currently available in Los Angeles County. Volume I describes the survey procedures, presents a statistical analysis of the characteristics of paratransit services available in the County, and summarizes the results. Volume II is an annotated catalog of the service characteristics of each provider. Volumes III through VI list the providers serving particular geographical areas. Volume VII is a correspondence table matching numerical and alphabetical listings of the providers, while Volume VIII lists the geographical areas served by each one.

In Los Angeles County, 860 agencies provide some mode of transportation to their clients. This figure does not include service available through the 103 public school districts. The transportation service provided was classified into four major types:

- 412 agencies own vehicles for transporting clients, while 164 agencies operate vehicles which they do not own;
- 388 agencies have volunteers or staff provide transportation in their personal cars;
- 206 agencies contract for transportation services; and,
- 200 agencies reimburse clients for their transportation expenses.

In addition, 51 agencies stated that they plan initiation of new service or major expansion of existing service.

Concerning client groups served, the survey showed that all age groups are served by at least 70% of the transportation providers. Twenty-five percent of the agencies stated that they have no eligibility requirements for transportation. The remaining agencies listed such requirements as residence in a specific geographic area, age, membership, state of health and agency discretion. Less than 6% of the agencies restrict the provision of their transportation services based upon the income level of a client.

Demand-responsive systems are operated by 72% of the providers while fixed-route service is operated by 47%. Nineteen percent operate both types. A total of 5,269 agency vehicles including large or small buses, vans, autos, taxis, and limousines are used by the Los Angeles agencies for paratransit purposes.

Over 77% of the agencies do not charge their clients for the transportation services provided. As a result, the majority of the services require public subsidies. Twenty-eight percent receive local, 19% receive state and 23% receive Federal grants. Other funding sources include individual donations, group charities, fees, fares, and portions of general social service budgets.

Major problems reported by the transportation providers include scheduling of client pickup, lack of qualified drivers, vehicle maintenance, high insurance rates, and lack of a stable funding source. Over half of the agencies reported that securing either capital or operating funds is a major difficulty.

An additional set of questions provided indicators of service efficiency. Although the majority of the paratransit providers reported that their vehicles were over 75% filled during an average trip, a significant number reported low occupancy rates; 150 operators had load factors of less than 50%, and 66 operators had load factors ranging from 1% to 25%. Another efficiency measure, the median number of hours per week that an agency vehicle is in use, was calculated to be only 30 hours.

In examining the agency characteristics of those providers offering some form of paratransit, it is interesting to note that only 24% considered transportation to be one of their main services. However, another 122 agencies did indicate that paratransit was their sole function. On this basis, the agencies were categorized as either multi-service or transport-only providers. Multi-service providers are predominantly social service/human resource agencies in either the public or private sectors. Transport-only providers consist primarily of taxi companies, charter bus companies, and municipal dial-a-rides. Service characteristics of the two provider types varied sufficiently that separate analysis was necessary.

Transport-only providers are much more likely to own their own vehicles than multi-service providers. Most of these agencies use hired professional drivers as opposed to the tendency among multi-service providers to rely upon staff and volunteers. Theoretically, the level of training concerning transit vehicle operation should therefore differ.

Funding sources also vary. Since almost 90% of the multi-service providers do not charge fees or fares for transportation services rendered, they must rely heavily upon Federal, state, and local subsidies. In contrast, 85% of the transport-only providers do charge fares and are self-supporting.

Transport-only providers are more willing to serve special client groups than multi-service agencies. For example, 77% of the transport-only providers offer their services to the physically handicapped while only 30% of the multi-service agencies offer paratransit services to this particular client group. However, the financial incentive provided by dependence on fares by transport-only providers and the categorical prohibitions experienced by social service agencies may explain this variation.

Finally, a notable difference is apparent from an examination of efficiency criteria. Transport-only providers offer service an average of 62 hours per week, as opposed to the multi-service provider average of 31 hours. This service hour discrepancy occurs partially because of relative vehicle fleet sizes; transport-only providers own more vehicles, regardless of the type of vehicle.

The extent to which paratransit services are available to groups with special transportation needs was also a central focus of the study. Services for the elderly, the handicapped, and wheelchair users were examined separately.

Service availability varies considerably among the special client groups. Although the elderly are served by over 70% of the transportation providers surveyed, only 27% of the agencies serve wheelchair users. The handicapped in general are served by 36% of the providers, while the mentally handicapped are served by 28%.

The majority of providers serving the handicapped and wheelchair users own their own vehicles for transporting clients and rely less upon volunteers, staff, or reimbursing for transportation service. There is also a slightly higher tendency to contract for service by providers serving the handicapped than by the providers in general.

Only 4% of all the paratransit vehicles owned or operated in Los Angeles County are wheelchair lift or ramp equipped. Since 27% of the providers surveyed serve wheelchair users, it is evident that an increased proportion of accessible vehicles would be beneficial. The van is generally the most accessible type of vehicle; 17% are equipped with lifts or ramps. Overall, transport-only providers own the majority of the accessible vehicles.

Finally, several measures which would encourage the coordination of paratransit can be derived from the survey results, including:

- Maintaining a catalog of paratransit services in the region.
- Establishing a centralized paratransit information and referral service.
- Conducting case studies to develop alternative means of coordinating social service agency transportation delivery systems.

- Encouraging community transit proposals which specify using existing paratransit providers versus creating new companies or systems.

- Basing paratransit project review upon documentation of coordination attempts.

- Working with UMTA and legislative bodies to develop uniform paratransit reporting forms.

- Approving grant applications for paratransit vehicles by agencies serving the handicapped only if the vehicles are lift-equipped.

- Seeking changes in legislative and/or administrative policies of Federal funding programs to provide multi-year funding to insure the reasonable continuity and accessibility of paratransit services.

I. ITEMS PENDING

Following is a list of projects which have recently been submitted to SCAG for areawide clearinghouse review. Review of these projects for consistency with adopted SCAG policies, goals, and plans has not yet been completed by SCAG staff.

Casitas Municipal Water District — 8172-LP
Feasibility Study for the Importation of State Project Water

Santa Ana Mountains County Water District — OR-1028-RS
Water Systems Improvements
$410,000 (Grant Request)

Dept. of the Air Force — MC-7906-DF
Notice of Initiation of Detailed Study on Proposed Closing of
Los Angeles Air Force Station

Merced Community Action Agency — MC-8016-CA
Outreach for Federal Food Programs
$250,000

Greater Los Angeles Community Action Agency — LA-8015-MP
Senior Community Service Employment Project
$714,753

II. FEDERAL AND STATE GRANT PROGRAMS

The following grant applications, if funded, will implement projects in our region that appear to be consistent with adopted regional plans, policies, and programs. Comments reflect this consistency, suggest areas for further coordination, and provide technical information, where appropriate. The proposals have been signed off and are to be submitted by local agencies to various federal and state agencies for funding. All grant requests are included in Section II except housing, which is covered in Section VI of this attachment.

A. Coastal Management - DOC

The following requests are for Coastal Plan Program funds to support development or implementation of Coastal Management Programs.

California State Coastal Commission — MC-7921-SP
Coastal Energy Impact Program Administration
$142,500

California Coastal Commission — MC-7989-SP
Coastal Energy Impact Program
$190,000

City of Los Angeles — LA-8015-SP
Safety Enhancement Project - Port of Los Angeles
$ 25,000

B. Water Pollution Control - EPA/EDA/DOC

The Environmental Protection Agency and State Water Resources Control Board provide funds for the planning studies (Step I), design (Step II), and construction (Step III) of wastewater facilities. The following projects are for Step I, and there is an additional project for sewer improvements through Public Works funding.

City of Glendale — LA-7999-WP
Facilities Planning for Water Reclamation, Step I-Planning
$48,994 / $8,165 (State)

Las Virgenes Water District — LA-8019-WP
Wastewater Reclamation Distribution System, Step I - Planning
$150,600 / $25,100 (State)

South Coast County Water District — OR-7954-WP
Reclaimed Water Transmission System, Step I - Planning
$24,750 / $4,125 (State)

City of Los Angeles — LA-7908-PW
Reseda Relief Sewer and Street Improvements
$488,800

II. FEDERAL AND STATE GRANT PROGRAMS (cont'd)

C. Urban Development Grants - HUD

The following applications are for Housing and Community Development Act of 1977 discretionary funds, under the Urban Development Action Grant (UDAG) program. The UDAG funds are to be used for economic development projects in "distressed" cities. A major goal of the program is the retention of existing jobs facing dislocation or the creation of new jobs.

City of Calexico — IM-7856-HCD
Water Storage Facility Project
$1,000,000

City of Calexico — IM-7857-HCD
Minority Enterprises Small Business Investment Company (MESBIC)
$1,000,000

City of Long Beach — LA-7904-HCD
Convention Center Hotel/Board Walk Development
$8,000,000

D. Small Cities Discretionary Grant Funds - HUD

The following applications are for Housing and Community Development Act of 1977 discretionary funds for small cities. Grants may be used for a variety of purposes related to community development and housing.

City of Westmorland — IM-7927-HCD
Street Rehabilitation Project
$250,000

City of El Centro — IM-7937-HCD
Neighborhood Revitalization and Stabilization Project
$ 450,000

City of Brawley — IM-7962-HCD
North Imperial Avenue Storm Drain Project
$267,782

County of Imperial — IM-7962-HCD
Heber Water Plant Project
$250,000

City of Calexico — IM-7972-HCD
Storm Drain Project for Kennedy Gardens and Calexico Industrial Park
$250,000

City of Santa Fe Springs — LA-7964-HCD
Small Cities Comprehensive Program
$1,200,000

E. Public Land For Recreation, Public Purposes and Historic Monuments - BLM/DOI

The Bureau of Land Management funds projects for public recreation, public education, and lease or purchase of public lands or historic monuments.

California State Polytechnic University, Pomona — LA-7928-SP
Effect of Off-Road Vehicle Use on Desert Soils and Vegetation
$25,930

F. Land and Water Conservation Funds for Outdoor Recreation - DOI/BOR/State of California

The Bureau of Outdoor Recreation funds projects for land acquisition, development and planning for outdoor recreation purposes. The second project below involves acquisition of 93 acres near Palmdale. The third project involves a request of State funds to provide sewage disposal at Castaic Lake.

City of Los Angeles — LA-7946-LW
Fort MacArthur Park Development
$100,000

California State Department of Water Resources — MC-7991-LW
Ritter Canyon Recreation Area
$200,000

County of Los Angeles — LA-7990-CAL
Sharon's Rest and Laura's Landing, Castaic Lake
$1,157,000 (State)

II. FEDERAL AND STATE GRANT PROGARMS (cont'd)

G. Air Quality - EPA/DOC

The Environmental Protection Agency has issued regulations that determine three stages for air pollution emergency episodes. The proposed project will provide compliance with the regulations.

South Coast Air Quality Management District — MC-7918-SP
Emergency Episode Program
$100,000

H. Comprehensive Employment and Training Programs - DOL

The Comprehensive Employment and Training Act of 1973 provides job training and employment for economically disadvantaged, unemployed, and underemployed persons.

City of Pasadena — LA-7934-MP
CETA - Title I (Training and Employment Program)
$820,405

Orange County Manpower Commission — OR-7901-MP
CETA - Title III (Summer Program for Economically Disadvantaged Youth)
$2,992,215

City of Long Beach — LA-7959-MP
CETA - Title III (Summer Program for Economically Disadvantaged Youth)
$1,192,058

City of Torrance — LA-7980-MP
CETA - Title III (Summer Employment for Economically Disadvantaged Youth)
$211,119

City of Glendale — LA-8009-MP
CETA - Title III (Summer Program for Economically Disadvantaged Youth)
$229,556

County of Imperial — IM-7916-MP
CETA - Title III (Summer Program for Economically Disadvantaged Youth)
$429,517

II. FEDERAL AND STATE GRANT PROGRAMS (cont'd)

I. Historic Preservation - DOI

The National Park Service funds projects for acquisition and preservation of historic sites and buildings.

Black Cultural and Historical Society — LA-7948-HP
Acquisition of Dunbar Hotel
$150,000

J. Anti-Crime Programs and Criminal Justice Research - LEAA/OCJP

The following groups are applying for funds for community anti-cime activities from the Law Enforcement Assistance Administration, under discretionary grants. Also, certain projects can be funded by LEAA under comprehensive planning grants and research and development grants.

Van Nuys Community Service Center — LA-7845-CJ
Community Anti-Crime Program
$250,000

Pasadena-Foothill Branch of the Greater Los Angeles Urban League — LA-7917-CJ
Community Anti-Crime Program
$194,099

Southeast Psychological Center — LA-7924-CJ
Youth Anti-Crime Project
$124,300

Youth Development Project, Inc. — LA-7931-CJ
Community Anti-Crime Program
$246,262

Council of Black Administrators — LA-7943-CJ
Books Not Weapons and Violence
$75,000

Laguna Beach Community Services, Inc. — OR-7846-CJ
Community Involvement Activities
$74,130

Orange County Criminal Justice Council — OR-7936-CJ
Juvenile Justice Act Planning Grant
$24,330

Kiwanis Club of Colton — SB-7843-CJ
Security of Seniors (SOS) Program
Dollar amount not determined.

Inland Area Urban League — SB-7853-CJ
Community Anti-Crime Program
$ 224,650 / $158,009 (State)

Inland Area Development Projects, Inc. — SB-7855-CJ
Employment Preparation Assistance Center
$119,433

Ventura Region Criminal Justice Planning Board — VE-7912-CJ
Criminal Justice Laboratory County Project - Research Grant
$255,604

Huntington Park Chamber of Commerce — LA-7975-CJ
Community Anti-Crime Program - "PACE"
$243,670

Ocean Park Projects, Inc. — LA-8003-CJ
Communitas (Crime Prevention Program)
$223,274

Community Care and Development Services — LA-8007-CJ
Victimization Prevention and Assistance Program
$ 56,919

City of Santa Monica — LA-8021-CJ
Planning and Technical Assistance Unit
$95,713 / $5,317 (State)

Tri County Council on Criminal Justice — MC-7977-CJ
1978 Comprehensive Criminal Justice Plan and Juvenile Justice and Delinquency Prevention Plan
Dollar amount not determined.

II. FEDERAL AND STATE GRANT PROGRAMS (cont'd)

K. Health Services - HEW

The Public Health Service funds projects for community mental health services for adults and children, home health services, and communicable disease control.

Northridge Hospital Foundation — MC-7897-HS
Home Health Care Program
$229,839

Pacoima Memorial Hospital, Inc. — LA-7949-HS
Hope Community Mental Health Center
$823,497

Pacoima Memorial Hospital, Inc. — LA-7950-HS
Hope Community Mental Health Center
$ 237,626

Pacoima Memorial Hospital, Inc. — LA-7951-HS
Hope Community Mental Health Center
$ 300,014

San Fernando Valley Community Mental Health Centers, Inc. — LA-7957-HS
Van Nuys Community Mental Health Center
$ 1,457,323 / $10,000 (State)

County of Los Angeles — LA-8008-HS
Program to Control Venereal Disease
$1,000,000

L. Health Agencies - HEW

The Public Health Service funds State health planning agencies and Health Systems Agencies in each health service area for health resources planning. The last two projects are for planning for organizations to provide a full range of health care services for participating districts.

Inland Counties Health Systems Agency — MC-7935-CHP
Application for Designation as Health Systems Agency
Dollar amount not determined.

California Department of Health — MC-7858-CHP
State Health Planning and Development Agency
$2,040,663 / $1,564,179 (State)

Health Systems Agency for Los Angeles County, Inc. — LA-8019-CHP
1978-1979 Workplan and Budget

Western Health Plan — OR-7955-CHP
Health Maintenance Organization Planning Grant
$ 185,000

Medical Delivery Systems — OR-7956-CHP
Health Maintenance Organization Planning Grant
$ 180,000

M. Educational, Human Development, and Museum Programs - HEW

The Office of Education funds programs for vocational education for adult Indo-Chinese refugees. The Institute of Museum Services funds selected museum operations. The Office of Human Development funds Head Start programs for disadvantaged preschool children.

Long Beach Unified School District — LA-7930-SP
Project DESIRE - Indo-Chinese Refugee Education
$100,000

Cosmopolitan Brotherhood Association, Inc. — OR-7854-SP
Indo-Chinese Refugee Vocational and Employment Center
$175,000

Garden Grove Unified School District — OR-7974-SP
Asian Refugee Vocational Support Program
$ 92,104 / $8,900 (State)

Museum Association of North Orange County — OR-7920-SP
Museum Operational Support
$75,000

II. FEDERAL AND STATE GRANT PROGRAMS (cont'd)

M. Educational, Human Development, and Museum Programs - HEW (cont'd)

Economic Opportunity Commission of Imperial County, Inc. — IM-7851-EP
Head Start Handicapped Program
$12,162

Greater Los Angeles Community Action Agency — LA-8001-EP
Head Start Program
$10,548,322

East Long Beach Neighborhood Center, Inc. — LA-8002-EP
Head Start Program Expansion
$254,607

N. Community Action - ACTION, CSA

ACTION funds senior volunteer programs to develop a variety of volunteer opportunities in communities. The Community Services Administration funds anti-poverty activities, including weatherization assistance and technical assistance for rural communities, and coordination of anti-poverty programs.

Volunteer Bureau of Pasadena — LA-7910-SP
Retired Senior Volunteer Program
$ 49,283

Self-Help Enterprises — MC-7916-CA
California Affiliate Program in Support of Rural Sewer and Water Delivery
$237,000

Greater Los Angeles Community Action Agency — LA-7945-CA
Weatherization Assistance Program
$ 26,300

County of San Bernardino — SB-7913-CA
Anti-Poverty Programs
$ 800,000 / $57,750 (State)

City of Los Angeles — LA-7973-CA
Summer Youth Recreation Program
$ 438,430

California State Office of Economic Opportunity — MC-7938-CA
Weatherization Assistance Program for Low-Income Persons
$1,566,800

O. Special Programs for the Aging - HEW

The following applications for Older Americans Act funds will provide for the continuation of social service and nutrition programs for the elderly. The State Office of Aging disburses funds from the Office of Human Development for Title V, Multipurpose Senior Centers, and Title VII, Nutrition Program for the Elderly.

City of Brawley — IM-7902-AG
Multipurpose Senior Center, Title V
$ 19,875

VBS Counseling Center, Inc. — LA-7919-AG
Reseda Senior Multipurpose Center, Title V
$34,370

City of San Juan Capistrano — OR-7942-AG
Adaptive Reuse of Hot Springs Dance Hall, Title V
$24,000

Searles Valley Community Services Council — SB-7914-AG
Trona Senior Center Renovation Project, Title V
$ 2,116

City of Glendale — LA-7952-AG
Seniors Multi-Purpose Center, Title V
$ 43,879

II. FEDERAL AND STATE GRANT PROGRAMS (cont'd)

O. Special Programs for the Aging - HEW (cont'd)

City of Garden Grove — OR-7992-AG
Senior Citizens Center Kitchen Improvements, Title V
$10,000

City of Fontana — SB-7981-AG
Senior Citizen Center Alteration Project, Title V
$10,312

County of San Bernardino — SB-7982-AG
Senior Citizen Center Improvements Project, Title V
$3,168

Santa Monica Hospital Medical Center — MC-7960-AG
Comprehensive Community Care System for Partially Sighted Older Persons, Title VII

City of Claremont — LA-7900-AG
Nutrition Program for the Elderly, Title VII
$90,000

City of Pomona — LA-7923-AG
Nutrition Program for the Elderly, Title VII
$113,342

San Bernardino County — SB-7933-AG
Nutrition for Seniors, Title VII
$98,867 / $586,678 (State)

P. Area Development Assistance Planning Grants - USDA

The Farmers Home Administration funds planning activities in rural areas.

County of Ventura — VE-7932-SP
Local Recreation Areas Plan - Unincorporated Territory
$56,250

III. DIRECT FEDERAL ACTIONS

The following direct federal actions and programs have not generated local comments, so far. Staff comments have noted consistency with adopted plans and policies.

Department of the Air Force — LA-7905-DF
Notification of Transfer of San Pedro Hill Air Force Station

Federal Aviation Administration — MC-7939-DF
Airport Improvements

Department of the Army — LA-7947-DF
Ballona Creek Bike Trail

U. S. Department of the Army — SB-7965-DF
Fort Ord Mission Change

U. S. Postal Service — LA-7978-DF
Postal Facility - Wilmington

IV. PUBLIC UTILITIES COMMISSION PERMIT

The following application for a Public Utilities Commission permit has been signed off with comments noting consistency with regional policies.

Mexcursions, Inc. — OR-7944-CAL
Passenger Stage Tour Service Application

V. LOCAL PLAN AND ENVIRONMENTAL DOCUMENTS

The following local plan and environmental documents (environmental impact reports and negative declarations)have been prepared pursuant to the California Environmental Quality Act and submitted to SCAG as required by the State or on a voluntary basis. Where noted with an asterisk (*), comments have been sent to the applicant regarding the project's consistency with areawide planning.

City of Monrovia — LA-7915-ED
Land Use Element of the General Plan

Los Angeles Community Redevelopment Agency — LA-7889-ED
Second Amendment to Redevelopment Plan for Hoover Redevelopment Project

County of Los Angeles — LA-7890-ED
White Point Beach Development

Orange Coast College — OR-7925-ED
Thermal Storage System Project - Orange Coast Campus

County of Riverside* — RI-7922-ED
Alpine Estates Residential Development - Alandale Area

City of San Dimas* — LA-7983-ED
Via Verde Residential Development - Tract Number 32758

City of El Segundo — LA-7984-ED
Relocation of the Huges Aircraft Company Corporate/EDSG Complex

Redevelopment Agency of the City of Azusa — LA-7985-ED
Azusa Central Business District Redevelopment Project

City of Los Angeles — LA-7988-ED
Central Library Renovation and Expansion

City of Palmdale — LA-8000-ED
Palmdale Redevelopment

City of Los Angeles — LA-8021-ED
Noise Control Regulation for Los Angeles International Airport

VI. HOUSING PROJECTS - FHA/HUD, VA, FmHA/DOA

The following housing projects have been submitted for review prior to their consideration for mortgage insurance from the Federal Housing Administration (F), mortgage insurance from HUD (H), for loan guarantees from the Veterans Administration (V), for loans from the Farmers Home Administration (FmHA), for HUD section 8 (8) assistance, and for low-rent public housing.

City of Santa Ana — OR-7993-H
Harcourt Townhomes (F)
$55,000 - $65,000

City of Riverside — RI-7958-H
Westcraft Homes (F)
$60,000 - $70,000

County of Riverside (Sunnymead area) — RI-7994-H
New California Homes (F)
$35,000 - $45,000

County of San Bernardino (Grand Terrace area) — SB-8005-H
Betty Johnson, Sponsor (F)
$50,000 - $70,000

County of San Bernardino (Grand Terrace area) — SB-8006-H
Newport Equities Trust (F)
$50,000 - $70,000

City of West Covina — LA-7891-H
West Covina Garden Apartments (H)
Rental: $365

City of Los Angeles — LA-7909-H
Las Torres, Inc. (H)
Rental: $466

City of Rialto — SB-7893-H
Tioga Homes - Unit II(H)
$50,000 - $55,000

County of San Bernardino (Bloomington area) — SB-7894-H
Bloomington Trails Homes - Unit I (H)
$69,950 - $79,950

City of Fontana — SB-7895-H
Hyatt-Fontana Homes (H)
$40,000 - $50,000

City of Fontana — SB-7896-H
Hyatt-Fontana Homes (H)
$40,000 - $50,000

City of Oxnard — VE-7899-H
Fredericks Development Corporation (H)
$58,100 - $83,000

City of Baldwin Park — LA-8004-H
Regent International Homes (H)
$54,950 - $59,950

County of Los Angeles (Castaic area) — LA-7892-H
Castaic Homes (V)
$50,000 - $60,000

City of Inglewood — LA-7898-H
New American Homes (V)
$70,000 - $75,000

City of Simi Valley — VE-7911-H
Griffin Development Company (V)
$63,000 - $83,000

City of Pico Rivera — LA-8017-H
Mission Creek Homes (V)
$60,000 - $80,000

Desert Hot Springs Investors, c/o American Housing Corporation — RI-7940-H
Rural Rental Housing Project (Fm)
$1,800,000 / $1,710,000

Thousand Palms Investors, c/o American Housing Corporation — RI-7941-H
Rural Rental Housing Project (Fm)
$1,800,000 / $1,710,000

City of Colton — SB-7971-H
La Loma Hills Homes (V)
$70,000 - $86,000

Encino Village Associates — IM-7963-H
Encino Village Apartments (Fm)
$1,078,000

Frank R. Goodman and Associates — RI-7995-H
Washington Street Apartment (8)
$1,500,000

City of Fontana (8) — SB-7953-H
The Senior Citizens Housing Development Corporation of Fontana (8)
Rental: $428

California Housing Finance Agency — LA-7848-H
Wilmington Gardens (low-income-elderly)
$142,800

California Housing Finance Agency — LA-7849-H
Tiffany Park Apartments (low-income-elderly)
$502,440

California Housing Finance Agency — SB-7847-H
Roca Villa Apartments (low-income-elderly)
$753,840

California Housing Finance Agency — SB-7850-H
South Del Rosa Villa (low-income-elderly)
$393,984

APPROVAL OF MINUTES FOR JUNE 1, 1978
EXECUTIVE COMMITTEE MEETING

EXECUTIVE COMMITTEE ATTACHMENT #9-L
July 6, 1978

No. 150

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

June 1, 1978

M I N U T E S

1. The Executive Committee of the Southern California Association of Governments met at the SCAG offices, 600 South Commonwealth Avenue, Suite 1000, Los Angeles, on Thursday, June 1, 1978. The meeting was called to order by President James Wilson at 9:50 a.m.

The following Executive Committee Delegates and Alternates were present:

Vice Mayor James Wilson	President, Delegate-At-Large, City of Long Beach
Mayor Patricia Burk	Delegate, Cities of Imperial County
Mayor Pro Tem Eleanor Cohen	Alternate, Cities of Los Angeles County
Supervisor Ralph A. Diedrich	First Vice President, Delegate, Orange County
Mayor R.E. Bob Ellingwood	Delegate-At-Large, City of Ontario
Councilman Joseph Garrett	Alternate, Cities of Ventura County
Supervisor Robert Hammock	Delegate, San Bernardino County
Mayor Robert Holcomb	Delegate, Cities of San Bernardino County
Mayor Pro Tem Miriam Kaywood	Alternate, Cities of Orange County
Supervisor John W. Kennerson	Delegate, Imperial County
Councilman Robert Lindquist,Jr.	Alternate, Cities of Riverside County
Mayor Ed McFarland	Alternate-At-Large, City of Costa Mesa
Councilman John A.F. Melton	Delegate, Cities of Ventura County
Supervisor Clayton A. Record,Jr.	Delegate, Riverside County
Councilwoman Christine Reed	Alternate-At-Large, City of Santa Monica

OTHERS:

Ray Remy, Deputy Mayor, representing Mayor Tom Bradley
Councilwoman Sally Bellerue, City of Laguna Beach

STAFF:

Mark A. Pisano, Executive Director
Barton R. Meays, Deputy Executive Director
Frank E. Hotchkiss, Director, Comprehensive Planning
William O. Ackermann, Jr., Director, Transportation Planning
David Fine, Transportation Counsel
David Di Julio, Assistant Director, Air Quality/Energy Division
Richard Spicer, Assistant Director, Program Integration Division
Colin Lennard, Legal Counsel
Brian Farris, Program Manager, Energy Planning
Leslie Kash, Program Manager, A-95 Review
Linda Pendlebury, Transportation Planner
Mike Zdon, Transportation Planner
Arnie Sherwood, Senior Regional Planner
Edie Hooks, Executive Secretary
Susan Minus, Secretary to Executive Committee

2. PRESIDENT'S REPORT

The President announced his election as First Vice President to the National Association of Regional Councils and thanked all those who were involved in the election.

The final policy advisory committee appointments lists were distributed.

The President announced that there would be an Executive Committee Retreat on August 3 and 4 to handle the regular Executive Committee business and to set policy for the organization.

3. EXECUTIVE DIRECTOR'S REPORT

A. The Executive Director asked for authorization to convene the Finance Committee if the Jarvis Amendment is approved and to take any emergency action necessary before the next Executive Committee meeting. Supervisor Diedrich moved authorization, it was seconded, and the Executive Committee approved it.

B. The Executive Director indicated that the Plan Adoption Process is basically on schedule; a delay is anticipated in the preparation of one issue paper within the Air Quality Program.

C. The Executive Director reminded the Committee that the Air Resources Board had designated SCAG with other governmental entities within the region for non-attainment planning and had provided 60 days for SCAG to work out agreements as to how the non-attainment planning would be accomplished. He reported that Imperial County has agreed to work out a shared designation and that staff is negotiating with San Bernardino County and Ventura County to develop an agreement for joint air quality planning in those two areas. He requested authorization for one month's extension to continue to work out the agreements with Ventura, San Bernardino, and Imperial Counties. Mayor Pro Tem Cohen moved approval, Mayor Pro Tem Kaywood seconded the motion, and the Executive Committee authorized requesting an extension.

D. The Executive Director passed out analyses of five of the major bills being proposed under the Urban Development Strategy, indicating the Executive Committee's positions as well as current positions of the League and the County Supervisors Association of California. He noted that CSAC had established a subcommittee of the legislative board to review legislative items and their final position will be forthcoming this week.

President Wilson asked that the final analyses of the 5 bills be included in the agenda packet next month for Executive Committee action. Supervisor Diedrich pointed out that the Governor has been asked that rural counties be exempted from the U.D.S. as well as rural portions of counties, and that the Governor accepted the rural counties exemption in the first Senate bill.

4. ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION COMMITTEE

A. "208" Water Quality Program

1. Councilwoman Sally Bellerue informed the Committee that the first two meetings of the Hearing Board had been to review each statement of the report and the third meeting was to review changes authorized. She said the Hearing Board recommended approval of the Milestone Report with the recommended changes as shown in Report 208-25. Supervisor Diedrich moved approval of the Hearing Board and Supervisor Record seconded the motion. Councilwoman Bellerue said the

Environmental Quality and Resource Conservation Committee and the 208 Water Quality Program had recommended holding the matter for one month and Supervisor Diedrich altered his motion to hold the matter for one month. It was seconded and the Executive Committee approved the motion.

2. Status of the Report on "Areawide Policy Alternatives for Water Quality Management"

Mayor Pro Tem Wedaa emphasized the need to establish context as well as guidelines for the 208 plan. The report identifies 25 water quality issues, presents a range of policies and alternatives for each issue, and several evaluations of each alternative.

He said a draft report was mailed to all affected cities and all interested citizens. Several public workshops are being held. The public record will be kept open till June. Staff requested the Executive Committee's feelings regarding identification of policy issues which the Executive Committee feels important. At the next meeting there will be a discussion to identify important issues. The Committee was then asked to identify, on the handout, those policy issues which they wished to focus their discussion upon at the next meeting.

B. Status of Population Projection Issues in Current Regulations and Policies of the EPA, SWRCB, and ARB.

Richard Spicer informed the Committee that the federal regulations required a certified state population forecast, and the state regulations would accept a certified regional forecast. He passed out responses from the various committees and said that alternative actions 2 and 4 were preferred. It was moved that alternative 2, calling for project-by-project use by the State of SCAG '76 and other appropriate forecasts (including local government forecasts) as an interim forecast, until adoption of SCAG '78 as part of AQMP and 208, be selected and Councilwoman Reed seconded the motion.

The Executive Director pointed out that the existing policy was easier on the SWRCB but that it had been changed. Also it was important that any change still provided for air mitigation under the Environmental Impact statement requirement. He said any revisions would include air quality mitigations, and that it was staff's recommendation that we have flexibility on the population projects and provide the best arguments for air quality mitigation. Supervisor Hammock asked that air quality be included in the considerations. The Executive Committee unanimously approved the motion to select alternative #2.

Richard Spicer then asked if the Executive Committee would address itself to the federal regulations as it was an opportunity for this COG to comment on proposed regulations. These would be effective in about a year. The Community and Economic Development Committee recommended EPA recognition of the policy function of growth forecasts, EPA acceptance of COG projections signed off by the state and regional offices of major domestic agencies, EPA recognition of the major role of COG's in developing and selecting growth forecasts, that EPA include a mechanism within the regulations for coordinating projections among federal agency programs, and that EPA provide for COG distribution of forecasts within 208 areas.

Mayor Pro Tem Cohen moved support of the Community and Economic Development Committee's recommendations, Mayor Pro Tem Kaywood seconded the motion, and the Executive Committee approved it.

5. DISCUSSION OF THE REPORT ON POPULATION, HOUSING, EMPLOYMENT, AND LAND USE (PHEL) ALTERNATIVES AND THE PRELIMINARY ENVIRONMENTAL ASSESSMENT OF THE PHEL ALTERNATIVES

Frank Hotchkiss told the committee that the PHEL alternatives had been mailed out for several months and had been discussed with the policy advisory committees. He said a new complete report on the alternatives had been sent out to all city managers, county administrative officers, planning directors, and to all elected official delegates to SCAG. He added that workshops have started to discuss PHEL alternatives, and hearings will be held this month. The result will be the draft SCAG '78 forecast, Executive Committee approval of which is slated for November and adoption in February. He said it was very vital to all SCAG's planning efforts and that it was important that the Executive Committee knew what was being discussed.

Dennis Masyczek said that the SCAG '76 forecast was adopted in December 1975. In order to develop SCAG '78, 6 alternatives were developed. He explained that the process was to analyze the impacts of the 6 alternatives to see what the impacts on air quality, transportation, water quality, etc. would be. The forecasts would be programmed down by cities, primarily at the request of many cities. He said that Daniel Mann Johnson and Mendenhall had prepared an environmental assessment of the 6 alternatives and after analyzing the 6 alternatives, found, in general, that the SCAG 76 forecasts tended to have mid range impact.

Mr. Arnie Sherwood, Assistant AQMP Program Manager, presented the preliminary air quality assessments of the PHEL alternatives. He stated that a large modeling effort has been undertaken to test the extent to which the magnitude and spatial distribution of growth (as expressed in the six PHEL alternatives) influence air quality. The SAI model was used, which is the most sophisticated and advanced model available. It tests sensitivity to land use changes by dividing the region into 2x2 mile grids, inputting 10 major pollutant emissions hour by hour over a 2,400 square mile area. Also included in the model are meteorology, chemical interactions, transportation system assumptions and mobile and stationary source emission control assumptions. The model assumed the 1990 highway and transit network, and also the federal and state mobile source controls and SCAQMD stationary source controls for the year 1990. The model produces air quality (pollutant concentration) for each grid by the hour.

In general, the run of the SAI model showed there were only small comparative differences in air quality resulting from the six PHEL alternatives. The model results indicated that as population increased, air quality worsened, and a tendency that the more dispersed the growth was, the better the air quality. However, it appears that land use and population have less effect on air quality than does the chemical mix of the pollutants, and that air quality tactics and strategies should consider the chemistry involved as well as the level of emissions.

Asked by Supervisor Diedrich about energy assumptions, particularly with regard to a gasoline shortage, Arnie Sherwood said the question of varying energy assumptions would be addressed later. Initially, however, sensitivity of air quality to land use was being considered. Frank Hotchkiss said that energy useage would weigh heavily in the calculations leading to the selection of a growth alternative. Mark Pisano explained that this is part of a four-plan adoption process.

Mr. Pisano said there was a major lack of emphasis on the part of the federal government in their analysis of energy alternatives, energy sources, conservation of energy, etc. SCAG has made a statement to the Department of Energy that there has to be a local role in energy planning. Supervisor Diedrich suggested local government take the initiative and tell the state and federal government they foresee a 50% energy shortage. Mayor Ellingwood felt that the medical provision of life expectancy and birth rate should be a consideration in the alternatives.

Mayor Pro Tem Wedaa suggested that staff prepare a statement as to what it would take and the scope of what a study incorporating all the concerns raised might entail. This would enable the Committee to address the problem more intelligently. Supervisor Diedirch felt it was important that local government take the position of "this is what we believe" and Supervisor Record agreed with Supervisor Diedrich that local government should get out in front and be more aggressive. Supervisor Diedrich moved that the Executive Director provide the Committee with a report along the lines of the discussion by the next meeting and Councilman Melton seconded the motion. Supervisor Record suggested that those factors that reach a high level of predictability be the ones that are considered. Mayor Holcomb felt that SCAG should confine its time and resources to studying those items that we could effect in some manner. He asked what assumptions staff had assumed with regard to energy, and Arnie Sherwood replied that an assumption of more efficient vehicles had been made, and that measures resulting in a reduction of VMT and energy conservations tacts were being considered.

Mark Pisano told the Committee that a white paper had been prepared that discussed the impacts of various state and federal policies on SCAG and local government programs. It asked the federal government to develop programs that would enable local government to have more energy information and resources to direct through the various plans. The Overall Work Program established a priority that energy work be performed in all the programs. Mayor Holcomb asked what could be done with an assumption of 50% energy shortage, and Councilman Garrett pointed out that the impact would be increased population in the SCAG region from colder areas of the nation. The Executive Committee unanimously approved directing staff to prepare a statement of the scope of a study incorporating all the concerns raised.

6. OFF AGENDA ITEM TO APPROVE TIP AMENDMENT FOR SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

The Executive Committee approved discussing the off-agenda item as requested by the Los Angeles County Transportation Commission in a letter to President Wilson. Bill Ackermann told the Committee that the LACTC recommended an amendment to the current year's TIP that would grant additional funds for RTD to meet cash flow requirements during the first quarter of fiscal year '78-79. Councilwoman Christine Reed told the Committee that there were other transit agencies in Los Angeles County(from the cities of Santa Monica, Gardena, and Culver City)that had applications pending against the funds which the LACTC will be giving to the RTD. The other transit agencies did not feel this was fair. She said the matter had not gone through any subcommittees, was considered as an off-agenda item at the commission and asked that the Committee withhold $400,000 from the Section 5 funds.

Mayor Pro Tem Wedaa asked if there was an urgency or if a portion of the amount could be delayed. Bill Ackermann said that he understood that an amount of $7.2 million would take care of any immediate needs of RTD. Mr. Mike Lewis, Director of RTD, explained that their fiscal year began on July 1 whereas the federal fiscal year began on October 1, which caused a delay in allocation of funds. He didn't have any objection to Councilwoman Reed's suggestion to withhold $400,000. Mayor Holcomb moved, since both parties were in agreement, to amend the TIP to reflect early disbursement of $3.1 million in surplus TDA funds to the SCRTD; to add an additional $4.1 million in Section 5 funds for SCRTD; and to defer action on the remaining $400,000 in Section 5 funds requested for the SCRTD, pending further clarification from the Commission. The motion was seconded and the Executive Committee approved it with Mayor Ellingwood in opposition.

Mayor Pro Tem Wedaa asked that the Executive Director communicate to RTD the Executive Committee's feelings about off-agenda items, and Mark Pisano suggested that this matter be an agenda item at the next meeting with the Transportation Commission.

7. GRANT REVIEWS

Mayor Pro Tem Wedaa moved approval to direct staff to transmit all comments received on the Community Alert Patrol application to the funding agency (as required by OMB Circular A-95) but take no specific action to support or oppose the project and to take similar actions on any comments received on other community anti-crime program grant requests. Mayor Pro Tem Cohen seconded the motion, and the Executive Committee unanimously approved it.

8. CONSENT CALENDAR

B. Approval of Memorandum of Agreement between SCAG and the San Bernardino County Office on Aging

Supervisor Hammock asked that this item be pulled for one month for further consideration, Mayor Pro Tem Wedaa seconded the motion, and the Executive Committee approved the postponement.

J. Authorization to Release $60,000 Approved in the Overall Work Program for the Commuter Computer Program and Status Report

Bart Meays apologized for failing to include Commuter Computer's full budget in an attempt to shorten the agenda attachments. Art Schreiber, Director of Commuter Computer, said any member of the Executive Committee that wished to could get a copy of the complete budget from him. Supervisor Diedrich moved authorization to release the approved $60,000, Mayor Pro Tem Wedaa seconded the motion, and the Executive Committee unanimously approved it.

M. Saddleback Meadows Common - Draft EIR (Orange County)

It was moved that this item be removed from the agenda for further study although there was no differing of opinion. Mayor Pro Tem Wedaa seconded the motion, and the Executive Committee unanimously approved it.

Q. Proposed Schedule for Revision of the Housing Allocation Model

Supervisor Diedrich said he had some concerns about where this activity was going as far as the Ad Hoc RHAM Committee including housing advocacy groups and private sector people was concerned. Bart Meays explained that both groups mentioned are involved in housing in the region so it was thought helpful if they looked at the review allocation process and model. Frank Hotchkiss explained that Don Bryant, Director of Lawyers for Housing, and Roger Kadz, United California Mortgage Bank, were the persons selected to represent the private sector. Fred Kahane added that Don Bryant had prepared an excellent report on housing. Supervisor Diedrich moved approval of the proposed schedule, Mayor Pro Tem Kaywood seconded the motion, and the Executive Committee approved it.

Mayor Pro Tem Wedaa moved approval of the balance of the Consent Calendar, Mayor Pro Tem Cohen seconded the motion, and the Executive Committee approved the following items:-

A. Approval of Grant Reviews
C. Authorization for the Executive Director to Enter into Contract for Air Quality Modeling for an Amount not to Exceed $100,000
D. Authorization for the President to Appoint the Appropriate Hearing Boards for the Four-Plan Adoption Process
E. Authorization for the Executive Director to Execute a Contract with Arthur Young Company not to Exceed $10,000 for the Annual SCAG Audit for Fiscal Year Ending June 30, 1978
F. Authorization for the Executive Director to Execute a Contract with Arthur Young Company, not to Exceed $10,000 to Perform an Additional Audit of Several Transportation Planning Projects as Required by UMTA and FHWA

G. Authorization to Execute Contract with CBM Marketing and Merchandising Group
H. Approval of Transportation Development Act Claims
I. Approval of Federal Aid-Urban and Federal Aid Primary System Amendments
K. Approval of Minutes for May 4, 1978 Executive Committee Meeting
L. Approval of Amendment to Contract with Daniel Mann Johnson and Mendenhall (DMJM) for an Amount not to Exceed $60,000
N. "208" Water Quality Program Status Report
O. AQMP Program Status Report
P. AQMP Working Paper #2 "Existing Air Quality"
R. Information Report on Urban Development Action (UDAG) First Round Awards in the SCAG Region

9. LEGISLATION

A. AB 3659 (McCarthy) to Make $20 Million Available to Help Counties Activate Energy Conservation Programs

Brian Farris informed the Committee that the Energy Technical Committee recommended that the Executive Committee support AB 3659 to help counties activate their energy conservation programs. Mayor Ellingwood moved support, Mayor Pro Tem Cohen seconded it, and the Executive Committee approved the motion.

B. SB 2591 (Lancaster) Relating to State Highway Route Recision

David Fine told the Executive Committee that the attachment covering SB 2591, SB 1900, SB 1906, AB 3260, and SB 1899 conveyed the recommendations of the Transportation and Utilities Committee. Supervisor Hammock moved support of SB 2591, Mayor Ellingwood seconded the motion, and the Executive Committee approved it.

C. SB 1900 (Mills) and AB 2829 (Imbrecht) Relating to Reducing Limitations on Use of TDA Funds

David Fine explained that these bills would make changes in the use of TDA funds to relax the 50% match requirement. The Transportation Committee recommended an amendment to SB 1900 to remove the proposed reduction in the level of waiver from the 50% limitation on use of Article 8 funds for transit contract service. TUC also opposed the 50% match limitation on TDA funds in general.

Mayor Ellingwood moved support of this bill with the TUC suggested amendments and Mayor McFarland seconded the motion. Deputy Mayor Remy asked what the Executive Committee position would be if the 50% match limitation amendment was not accepted and Bill Ackermann explained that the bill now had provisions to relax the 50% limitation.

Wes McDaniel, Executive Director of SANBAG, said that the reduction of the 50% requirement was very significant; San Bernardino and Riverside would be affected. He suggested that SCAG support SB 1900, urging that the amendments be advisory. Mayor Holcomb made a substitute motion to support SB 1900 with the Transportation Committee recommendations. Supervisor Hammock seconded the motion, and the Executive Committee unanimously approved it.

Mayor Holcomb moved approval of AB 2829 with an amendment to ease the limitation on the amount of TDA funds usable for Article 8 purposes and reiterating SCAG's opposition to maintaining the 50% match limitation. Mayor Pro Tem Cohen seconded the motion. Norm Blacher, Executive Director of the Ventura County Association of Governments, asked for Executive Committee support of AB 2829 without the suggested amendments and suggested the region wait to see how the bill goes for the present. Mayor Holcomb amended his motion to meet Mr. Blacher's request and the Executive Committee approved it.

D. SB 1906 (Mills) Relating to Use of TDA Funds for Housing

It was moved and seconded to oppose SB 1906, and the Executive Committee unanimously approved opposition.

E. SB 1899 (Mills) Relating to Highway and Guideway Needs Study

David Fine pointed out that busways might not fall under the guideway needs definition. It was suggested that busways be included as one of the needs to be considered. Mayor Holcomb moved support if amended as suggested by the Transportation Committee, and Mayor Pro Tem Wedaa seconded the motion. Deputy Mayor Remy asked if busways should now properly be included in the highway needs definition, rather than as a guideway need. David said we needed clarification of whether Proposition 5 funds could be used for construction of busways, and emphasized the importance of busways. The Executive Committee unanimously approved support if amended.

F. AB 3260 (Ingalls) Relating to Social Service Transportation

David Fine told the Committee that the Transportation Committee wanted to look at this bill again after receiving additional input from the County Transportation Commissions.

G. Brooke Amendment

David Fine told the Committee that there has been an indication that the President will veto the current House bill because of the large increase in the authorized funding levels. It is therefore critical that we work to remove the $900 million added by the Brooke amendment to insure funds are not removed from other transit programs that will benefit the SCAG region.

H. Planning Funds

David Fine indicated that the provision calling for direct receipt of planning funds by MPO's will probably be taken out of the Senate bill and expressed concern that if the consolidation of UMTA and FHWA planning funds remained, all planning funds would then go through the State. He said staff would follow up on this issue.

I. Bill to Make County of San Diego the Planning Organization

President Wilson asked where the Mills bill was and Mark Pisano said the bill has been introduced into the Assembly and will be deliberated on over the course of the next month. The Senate will be acting on it this week. Thirteen of the 14 cities in

San Diego County opposed the bill and the League is in opposition. President Wilson asked that staff be instructed to bring back information on this matter in the afternoon.

After lunch Mark Pisano reported that it appeared that there would be adequate time for the Executive Committee to develop a position at a future Executive Committee meeting and staff could make a full report on the contents of the bill and its status.

10. REPORT OF THE FINANCE COMMITTEE

A. Approval of the 1978-79 Indirect Cost Rate

Mayor Pro Tem Wedaa told the Committee that the Indirect Cost Rate allows the organization to separate costs in an equal manner over all the programs and requested approval of a rate of $6.12. Mayor Ellingwood moved that the matter of a rate reduction be pursued with the landlord, Supervisor Hammock seconded the motion, and the Executive Committee approved it. Supervisor Diedrich moved approval of the $6.12 rate, Mayor Pro Tem seconded the motion, and the Executive Committee unanimously approved it.

B. Approval of the 1978-79 General Fund and Revisions to the 1977-78 General Fund Budget

Mayor Pro Tem Wedaa said there were two areas of revisions - (a) to show money allocated to Ventura County and (b) an increase in travel funds for the Executive Committee based on expanded travel in advocacy work to Washington and Sacramento. He moved approval of the revisions, Mayor Holcomb seconded the motion and the Executive Committee passed it.

C. Approval of Increased Mileage Reimbursement

Supervisor Record moved approval of a 2¢ per mile increase in reimbursement, Mayor Pro Tem Wedaa seconded the motion, and the Executive Committee approved it with Mayor Ellingwood in opposition.

D. Salary Adjustment

Bart Meays told the Committee that the Finance Committee suggested a survey of agencies listed to get an average of their rates to obtain a proposed salary adjustment for SCAG employees. Mayor Holcomb said he would like the salary adjustments confined to the current inflationary guidelines as set forth in the President's guidelines. He moved approval with that proviso attached. Supervisor Diedrich felt

there ought to be a special committee of staff memebrs to the Executive Committee to do the survey, and presented a list which he felt should be used for composition of the special committee rather than staff, and made a motion to that effect. Mayor Pro Tem Cohen seconded the motion, and the Executive Committee unanimously approved it.

E. Classification for Staff Attorneys

Bart Meays presented the Finance Committee's proposal to create a classification for staff attorneys to better align them to their classification. Mayor Pro Tem Wedaa moved reclassification, and Supervisor Diedrich seconded the motion. Supervisor Hammock asked that the classification take into account their work at SCAG rather than their training and Supervisor Diedrich noted that the suggested classification will be brought back to the Executive Committee for approval. The Committee unanimously approved the motion.

11. REPORT ON COORDINATION BETWEEN SCAG, THE COASTAL COMMISSIONS, AND THE LOCAL COASTAL PLANNING PROGRAMS

Brian Farris reminded the Committee that the Coastal Act of 1976 requires each jurisdiction to prepare a coastal plan. This region has two local coastal plans which are to be completed by January 1, 1980 to be sent to the Regional Commission for certification. SCAG's role is one of review and comment. SCAG comments are being taken more seriously. SCAG was asked by the South Coast Regional Commission what elements of SCAG's work they could use in their programs.

He said SCAG will be putting together an information packet to contain SCAG's plans for local agencies, and a meeting will be convened to brief them on this and answer questions and make them more aware of what SCAG is doing and how we can assist them.

Supervisor Diedrich asked about the public law group that plans to attack the coastal plan for elimination of low and moderate housing. Brian Farris said that Legal Aid and one other firm will be filing suits to stop any action because they do not address the needs of the citizens in the area of low and moderate housing.

12. TRANSPORATION AND UTILITIES COMMITTEE

A. 1978-79 Transportation Improvement Program

Supervisor Diedrich moved endorsement of the 1978-79 TIP, Supervisor Hammock seconded the motion, and the Executive Committee approved it.

B. 1978 Draft Regional Transportation Plan

Mike Zdon gave the Committee a status report of the Draft RTP, which has been distributed to all transportation commissions, city managers, FHWA, Caltrans, and all interested citizens and citizen groups for review and comment. Public workshops have also been held and public hearings. Mike said 20 had come to the workshop in Imperial County and 40 in Los Angeles. Supervisor Diedrich asked how staff intended to increase attendance and Mike said in the future, staff in the region would be contacted.

Supervisor Diedrich stressed the need for as much citizen input as possible and suggested coordinating something with the television stations. Mayor Pro Tem Cohen felt more elected officials should go along. Supervisor Diedrich suggested SCAG send a letter through the League of Cities to all city councils over the name of that

Executive Committee representative, to let them know about the workshops. Mayor Holcomb felt it might pay to find out where other COG's have better attendance and participation.

13. REPORT OF AVIATION WORK PROGRAM COMMITTEE

A. Approval of Revisions to the Aviation Work Program

Mayor Pro Tem Wedaa, on behalf of the Aviation Work Program Committee, moved Executive Committee approval of the revisions to the Aviation Work Program. The revised Aviation Work Program would include two phases would span a 17 month period from June 1978 to November 1979. The program cost would be $766,000 including $190,000 local match. The motion was seconded, and the Executive Committee approved it.

Mayor Pro Tem Wedaa told the Committee that, as Chairman of the Aviation Work Program Committee, he was abstaining on all issues except in the case of a tie. He said he tries to give all his committee members an opportunity to speak before he expresses his opinions. As far as a quorum was concerned, he said it was difficult for many to attend all the meetings so, if a strict quorum count was required, nothing would be accomplished. Therefore he has instructed staff that, on all motions, all votes will be recorded with the names of those voting for or against. President Wilson said he didn't have any problem with that and Colin Lennard said he would review the matter. Mayor Holcomb felt the policy was a good one but that it should be spelled out somewhere.

B. Membership of the Aviation Work Program Committee

The Executive Committee voted to delay confirmation of the membership of the Inter-County Airport Authority on the Aviation Work Program Committee (AWPC) until the AWPC considers the matter at its June 16 meeting. Mayor Pro Tem Wedaa asked all committee members who had representatives on the Aviation Work Program Committee to urge them to be present at the meetings.

C-1. Approval of Contract with Walter Gillfillan

Mayor Pro Tem Wedaa moved approval of the contract and the Executive Committee approved it.

C-2. Approval of New Appointees to the Committee

Nine new members were confirmed by the Executive Committee.

C-3. Status of Inter-County Airport Authority Request to Amend the Work Program

Mayor Pro Tem Wedaa said the Committee discussed this item extensively and voted against the inclusion of the ICAA site selection tasks in the work program. Councilman Lindquist told the Committee that ICAA felt this issue required a detailed presentation and since no member could be present today, they requested the item be continued to the next meeting. Supervisor Diedrich felt this was not a valid request. Councilman Lindquist felt it was becoming more and more a political issue, as they had already recommended against site approval at that time. Supervisor Diedrich explained that the ICAA had already spent $1½ million and felt that the County and cities were not doing enough about getting a new airport. However, they cannot get enough funding. Mayor Holcomb wanted to hear both sides of the argument. Supervisor Diedrich said the League of Cities had not taken a position. He was not against the ICAA making a presentation but wanted to act on the item and give

them consideration. Mayor Ellingwood moved adoption of the recommendation not to add the ICAA task to the work program, Mayor Pro Tem Cohen seconded the motion, and the Executive Committee approved it with Mayor Pro Tem Wedaa in abstinence.

14. Supervisor Diedrich asked that the Executive Director prepare a list saying what the top people in the organization are doing external to their responsibilities as outlined in the Overall Work Program but related to their professional business, Supervisor Hammock seconded the motion, and the Executive Committee approved it.

15. ENERGY PLANNING PROPOSAL - WORK PROGRAM AMENDMENT

Mayor Pro Tem Wedaa moved authorization for the Executive Director to submit a grant application and execute a contract with Argonne National Laboratories for energy planning for an amount of $600,000 and amend the 1978-79 Work Program, his motion was seconded, and the Executive Committee unanimously approved it.

Mark Pisano said that the Comprehensive Planning Organization requested that the energy proposal through Argonne be considered a joint submittal from CPO and SCAG to include San Diego, because many of the power developments in this region involve San Diego County and there would be mutual benefits. Mayor Holcomb moved approval subject to the approval of the Energy Technical Advisory Committee. Supervisor Diedrich seconded the motion, and the Executive Committee approved the motion with Mayor Pro Tem Cohen in opposition.

A motion to adjourn was made at 3:15 p.m.

AQMP WORKING PAPER 2B - "BASELINE EMISSIONS INVENTORY"

EXECUTIVE COMMITTEE ATTACHMENT #9-N
July 6, 1978

Working Paper #2B, Baseyear Emissions Inventory, presents the 1975-76 emissions in the South Coast Air Basin (SCAB) and Ventura County portions of the non-attainment area. This inventory has been developed as the basis for the planning and evaluation of emission reduction measures. It is consistent with the air quality planning guidance issued by the EPA pursuant to the Clean Air Act of 1977. Combined with the forecast of emissions, this inventory is used as the baseline for the air quality modeling being performed for the AQMP. The geographic distribution of emissions is presented to enable subregional planning agencies to assess control measures on a consistent basis.

The following pollutants are included in this inventory:

- o hydrocarbons
- o carbon monoxide
- o oxides of nitrogen
- o sulfur dioxide
- o particulates

Emission estimates have been made for mobile, stationary and area sources; the methodology for these estimates is discussed. An appendix of total on-road motor vehicle emissions by county and regional statistical area is presented. A detailed geographic breakdown of stationary source emissions will be issued separately.

Overall, these emission estimates replace the previous 1974 inventory for the South Coast Air Basin prepared by the Air Quality Maintenance Planning Policy Task Force in May of 1976. Since that time, emission factors for on-road motor vehicles have been revised by the EPA. These revisions have been incorporated in the 1975-76 inventory. Estimates of emissions from stationary and area sources have also been revised to reflect the latest available data from emission field testing and user guestionnaires.

Copies of the full technical report can be obtained by calling (213) 385-1000 ext. AQMP or by sending a request to AQMP c/o SCAG, 600 So. Commonwealth Avenue, Suite 1000, Los Angeles, California, 90025.

208 WATER QUALITY PROGRAM STATUS REPORT

Continuing Planning Application

The State Water Resources Control Board (SWRCB) called a meeting between staff of SCAG, Regional Water Quality Control Boards (Basins 4, 8 and 9) (RWQCB) and SWRCB on June 12, to discuss the preparation of a joint Water Management Work Plan. SWRCB Planning Program Guidance Memorandum No. 11 sets forth guidance on the division of responsibilities for future water management planning. The SWRCB indicated that it intended to include the joint work plan as part of the State's agreement with the EPA. It was agreed that SCAG's 208 Report 208-6 "Priority Water Quality Problems and Issues for Phase II Planning" be used to identify priority problems for continuing planning under the joint work plan.

A follow-up meeting between SCAG, RWQCBs and SWRCB has been scheduled for July 11. It is anticipated that the joint work plan application and priority problem listing for continuing planning will be available for Environmental Program Committees' review at their July meetings. Action on this item by the SCAG Executive Committee is anticipated to occur at the August meeting.

The application for continuing planning must be approved and allocated by September 30 or the funds will be returned to the treasury.

SCAG Involvement with the Regional Reclamation Study (RRS)

SCAG has been asked to prepare a work plan and budget for management of a public participation program for the RRS. The program is to address; community relations, relationship with 208 Committees, an advocacy program and 208/201 integration. Although no dollar figures are available now, the contract will be for 100% funding.

Draft Plan Preparations - 208 Plan Outline

Attached for review is a copy of the 208 Plan Outline which describes the contents of a series of 4 documents which will comprise the 208 Plan. The outline also illustrates the separate plan elements and respective subregional products which contribute to the various elements. This outline will undergo further review by the Environmental Program Committees and subcommittees. (See Supplemental Attachment for copy of the full Outline.)

208 Workshop on Economics and Financing of Water Quality Control Programs

A one day workshop has been scheduled for July 7 (9:00 a.m. - 5:00 p.m.) in the SCAG Main Conference Room to discuss various local government financing mechanisms for Water Quality Control. The workshop will focus on: local government revenue sources, use of assessment districts, user chargers, industrial cost recovery, Federal Government financing guarantees and loans and effects of erosion control measures on housing costs.

DISCUSSION OF THE REGIONAL GROWTH FORECAST/DIRECTION OF SCAG '78

EXECUTIVE COMMITTEE ATTACHMENT #4-A
July 6, 1978

RECOMMENDED ACTION:

The draft SCAG-78 Forecast should reflect the recommendations of SCAG's CED and PDC Committees, as shown below. Also, in developing the draft forecast, staff should take into account input made by local jurisdictions, participants of SCAG workshops and public hearings, and any additional comments developed in SCAG committee meetings.

Recommendation made by the Community and Economic Development Committee:

The Draft SCAG-78 Forecast should show a regional total similar to the SCAG-76 Forecast, and the distribution of growth should be in a dispersed clusters form (i.e. occurring at moderate to high densities in outlying clusters or centers).

Recommendation made by the Planning Directors Committee:

1) The Draft SCAG-78 Forecast should show for the year 2000 the county population totals developed by the staffs of SCAG and the Counties as follows:

Ventura County	790,000
Los Angeles County	7,700,000
Orange County	2,758,000
Riverside County	866,000 to 910,000
Imperial County	129,000
San Bernardino County	figures to be worked out between the staffs of the county and SCAG

This county breakdown would reflect: a) the policy to encourage growth within existing urban areas, and b) recognition of tremendous growth pressures in Ventura, San Bernardino, Riverside and Southeast Orange County.

2) Growth at the regional, county and subregional level should be in a compact, concentrated manner. Work, however, still needs to be done on identifying how current low density trends can be redirected to relatively higher density levels.

On a subregional level, discussions are needed regarding the level of growth implied in Southeast Orange County under the county preferred total.

Work is also necessary on the phasing of the forecast and tying the forecast to implementation mechanisms which will realize a more compact form of growth, especially over the next five and ten years.

As policy, the PDC favors the phasing of development in cities and county unincorporated areas which is consistent with SCAG and local urban development policies. This would ensure efficient use of public investment (sewers, roads, schools, parks, etc.) and would broaden housing opportunities. This development phasing should recognize market dynamics and encourage the use of public incentives. In developing SCAG-78, local governments and SCAG should identify and propose effective implementation measures (institutional arrangements, land use ordinances, growth policies, etc.) which are currently in effect, being developed, or are reasonable.

Recommendations made by the 208 Citizens Advisory Committee, 208 Program Committee and Environmental Quality and Resource Conservation Committee:

These three committees are meeting June 27, 28, and 29 respectively. Any actions taken will be handed out at the Executive Committee meeting.

PROGRESS TO DATE:

The work schedule adopted at the March Executive Committee meeting calls for a draft SCAG-78 Forecast and draft EIR to be developed in August, 1978. In preparation for these products to revise SCAG-78, the following work has been completed:

- o Preparation of six alternative growth forecasts showing varying levels of growth for different geographic units (including cities). This information was presented in the report Alternative Population, Housing, Employment and Land Use Forecasts, February and May, 1978. The report was summarized in the February and March Executive Committee agenda packages and was presented to the Executive Committee in May. It has been mailed to major libraries throughout the region, to SCAG technical and policy committees, and to every city and county planning director and manager.

- o Preparation of a Preliminary Environmental Assessment of the Six Growth Forecasts, May 1978, prepared for SCAG by the consulting firm Daniel, Mann, Johnson and Mendenhall. This report was also presented to the Executive Committee in May and a summary was handed out at the meeting. The Assessment and a summary were mailed to the same list as the Alternatives report.

- o Workshops were held in six counties in late May and early June to discuss the reports and to obtain input toward SCAG-78. The Development Guide and 208 workshops (held together) attracted an average of 20-30 persons per meeting.

- o Three public hearings were held in mid-June in Los Angeles, Riverside and Orange Counties to solicit public comment on the upcoming Development Guide Plan. Seven persons provided comments on the growth forecasts.

- o Meetings have been held with the staffs of every county within the region and with numerous cities to discuss the upcoming forecasts.

- o The growth forecasts have been reviewed by SCAG's CED, PDC, EQRCC, 208 Citizen Advisory, and 208 Program Committees. The only committees that have taken action as of June 26 were the CED and PDC committees. The EQRCC and 208 committees may, however, take action at the June 27, 28, and 29 meetings.

- o SCAG has received letters regarding the upcoming forecasts from the following jurisdictions: Cerritos, Santa Monica, Imperial County, Fullerton, Glendale, Fontana, Long Beach, Rialto, Los Angeles County, Ontario and Colton.

PROCESS FOR ADOPTING THE SCAG -78 FORECAST

The draft SCAG-78 Forecast and EIR are scheduled for completion in August. The two documents will be mailed to major libraries throughout the region, to SCAG policy and technical committees, and to every city and county planning director and manager. Another series of workshops and hearings will be held in the fall to go over the draft plan. The draft forecast and EIR will be presented to the Executive Committee for discussion in September and October, for concept approval in November or December, and for adoption in February, 1979, as called for in the schedule adopted by the Executive Committee in March, 1978.

INCENTIVE GRANT PROPOSAL

EXECUTIVE COMMITTEE ATTACHMENT #4-B
July 6, 1978

Recommended Action:

It is recommended that the Executive Committee authorize the Executive Director to submit a grant application to HUD and execute a grant agreement for a program designed to develop strategies for urban economic development. The federal grant amount is $250,000.

Background: HUD is funding programs that are intended to develop strategies for urban economic revitalization and growth. SCAG's grant application will be reviewed in terms of the Association's past record in developing plans and policies concerned with urban reinvestment and economic development.

The incentive funding program will focus on economic development issues that effect the regional economy and on assistance to local governments in their efforts to rebuild and strengthen the economy. The major components of the incentive grant program are:

1. Recommendations for expansion of employment opportunities through labor intensive measures such as increasing international and Pacific rim trade.

2. Identification of employment opportunities which tend to offset the impacts of strict air pollution and other environmental controls.

3. Identification of strategies and establishment of a technical task force to assist local communities undertaking private and/or public sector reinvestment programs.

4. Administrative advocacy to support achieving economic development goals and to minimize the costs occurring to local governments as a result of changing federal and state mandates and requirements.

5. Establishment of a private sector "liaison" Economic Development Task Force to comment on the impact of SCAG plans and policies on private sector development.

6. Prepare recommendations for improving and clarifying roles and communication between different public and private institutions active in economic development.

The incentive grant proposal has been developed with the assistance of an Ad Hoc Grant Review Committee consisting of elected and appointed city and county and private sector representatives.

The proposed grant provides that significant portions of the program could be undertaken by local governments of SCAG (up to 50% is recommended). A participating agency would be expected to provide a portion of the required "soft" local match. A program for selection of the participating agencies based on past SCAG procedures would be initiated when the grant is assured.

The program has been reviewed and endorsed in concept by the Community and Economic Development Committee.

"208" WATER QUALITY PROGRAM -
APPROVAL OF THE "208" MILESTONE
AND EARLY ACTION REPORTS

EXECUTIVE COMMITTEE ATTACHMENT #5-A.1
July 6, 1978

Recommended Action:

In accordance with the 208 Plan Approval and Adoption Process;

1) Approval of the 208 Milestone Report and authorization to distribute the Final Milestone Report to affected and interested agencies and parties.

2) Approval of the 208 Early Action Program Design and authorization to distribute to affected agencies for their adoption of appropriate portions of the Early Action Program Design which call for commitment to implement control strategies contained in the report.

Background

At the direction of the 208 Committees, the EQRCC and the Executive Committee, staff has published and distributed the final Milestone and Early Action Program Design reports to the 208 and EQRCC Committee members for final consideration and recommendations at their June meeting. The actions of the committees will be presented at the July Executive Committee meeting. Executive Committee members who desire copies of either or both final reports should contact Paul Hatanaka, 208 Assistant Project Manager.

"208" WATER QUALITY PROGRAM - DISCUSSION OF SELECTED AREAWIDE POLICY ALTERNATIVES FOR WATER QUALITY MANAGEMENT

EXECUTIVE COMMITTEE ATTACHMENT #5-A.2
July 6, 1978

Background

At its May meeting, the Executive Committee indicated to staff which of the 25 water quality management issues being considered for policy development was most important for further discussion. At the June meeting, the Executive Committee was asked to discuss some of these policy issues to give guidance to the Environmental Program Committees, which are to recommend policies for the draft 208 Plan at their July meeting. Policy alternatives for three of the issues which the Executive Committee wanted most to discuss are reproduced below.

III.1: Consistency of Wastewater Management Planning with Areawide Growth Policies and Demographic Projections.

Two major issues are important. First, how should the design capacity of wastewater facilities be determined, and how should the design capacity be used in determining consistency of wastewater facilities with areawide growth forecasts? Second, what kind of development policy should be encouraged in areas with deficiencies in wastewater facilities capacity?

Policy Alternatives:

A. Design Capacity of Wastewater Facilities

1) Support sizing of wastewater facilities based on "ultimate development" determined from local plans or zoning. Ensure consistency of facilities with areawide growth forecasts through timing of facilities use.

2) Support sizing of wastewater facilities based on long-term areawide growth forecasts. Ensure consistency of facilities with areawide growth forecasts through location and size of facilities and through timing of facilities use.

B. Development Policy

1) In locations with wastewater capacity deficiencies, encourage local governments to re-examine development policy.

2) In locations with wastewater capacity deficiencies, encourage development to be restricted until deficiencies are corrected and monitoring of system capacity.

3) In locations with wastewater capacity deficiencies, support sewer hook-up moritoria.

IV.3: Integration of Water Quality Goals in Stormwater Systems Planning and Operations.

In developing areas, how much should runoff volume and peak be reduced in new development? In developed areas, how strongly should operational changes in stormwater management be supported to protect water quality?

Policy Alternatives:

A. Developing Areas

1) Support current stormwater system planning in developing areas as sufficient.

2) Support measures to reduce runoff volume and peak in new development to prevent water quality problems.

B. Developed Areas

1) Support operational changes in stormwater systems management in developed areas when required by State or Federal law.

2) Support operational changes in stormwater systems management in developed areas to protect water quality.

3) Support operational changes in stormwater systems management in developed areas to protect water quality and to reuse stormwater to the maximum extent possible.

V.1: Institutional, Legal, Social and Political Barriers to Increased Reuse of Municipal Wastewater, including Equity Considerations.

Should changes in institutional, legal and financial arrangements be supported to increase municipal wastewater reuse?

Policy Alternatives:

1) Support existing insitutional, legal and financial arrangements as sufficient for wastewater reclamation.

2) Support appropriate changes in institutional, legal and financial arrangements to increase the amount of wastewater reused, consistent with public health and environmental constraints.

AQMP WORKING PAPER #4 - "FUTURE AIR QUALITY - WHAT ARE THE OPTIONS?"

EXECUTIVE COMMITTEE ATTACHMENT #5-B.1
July 6, 1978

The purpose of this working paper is to present for review those air quality tactics and strategies that have been analyzed and are being considered for inclusion in the AQMP. It also includes an analysis of the economic, social and environmental impacts of each of the potential measures. Only those potential measures which have been evaluated at this point are included. Other measures are still being analyzed and may be included in the AQMP.

Each of these tactics was included on the List of Tactics Under Consideration For Possible Incorporation Into the AQMP. This list was circulated to each of the AQMP committees during February. The tactics in this working paper were selected for analysis based on their potential for improving air quality, their potential for actual implementation and their ability to be analyzed within the available time and resources. Some of the remaining tactics are also being further analyzed but are not ready for this working paper. Those tactics not analyzed in this AQMP will be evaluated in more detail in the continuing AQMP process.

Each of the tactics was evaluated according to the economic, social and environmental criteria which were presented in Working Paper #1. For each potential control measure, the major items presented are:

- o name and description
- o emission reduction
- o annualized cost
- o cost effectiveness
- o significant economic, social and environmental impacts

The AQMP will contain a combination of those measures necessary to attain standards and include those reasonably available control measures which would be scheduled for implementation prior to 1982.

Recommended Action

Approve and transmit the following actions on designation to ARB and EPA:

South Coast Basin

The only action required is to accept joint determination of responsibilities.

Ventura County

Approve the attached MOA which has been approved by the Ventura County Board of Supervisors with the typographical correction noted in the attachment.* The preliminary joint determination of responsibilities should also be accepted.

Riverside County

SCAG and the District's request for local lead designation has been certified; the only action necessary is to approve the preliminary joint determination of responsibilities.

San Bernardino

Accept the ARB designation of SCAG and the County as requested by SCAG. Direct staff to meet with San Bernardino (if the Board allows this use of staff time before funds are available), and ARB to develop a joint determination of responsibilities.

Los Angeles

No action pending response from ARB to L.A. County's request that the co-designation be withdrawn in favor of a sole designation for the County.

Imperial County

Notify Imperial County and ARB that the designation of SCAG as a subordinate agency to Imperial County is not acceptable. Recommend that either a co-lead designation or Imperial County sole designation is workable, but that co- lead would better insure adequate funds being available. Notify ARB that the determination of responsibilities is unacceptable to the Executive Committee and that it should be developed in a "joint" process as required by the Clean Air Act.

STATUS REPORT AND APPROVAL OF MEMORANDUM OF AGREEMENT FOR NON-ATTAINMENT AIR QUALITY PLANNING AND DESIGNATIONS FOR IMPERIAL, VENTURA, AND SAN BERNARDINO AREAS

EXECUTIVE COMMITTEE ATTACHMENT #5-B.2
July 6, 1978

DATE: June 27, 1978

TO: Executive Committee
District Board
EQRCC
TUC
Citizens Advisory Council

FROM: David DiJulio

SUBJECT: Report on designation of local lead agencies for air quality planning in the Southern California Region.

South Coast Basin

The South Coast Air Quality Management District and SCAG have had their designation as local agencies certified by the State based on the MOA between the agencies. The AQMP program is attempting to respond to the additional requirements. No further action is required.

Ventura County

The Ventura County Air Pollution Control Board and SCAG have reached agreement on co-lead agency designation. The attached Memorandum of Agreement has been developed by the staffs and approved by the Ventura County Board of Supervisors. This document is attached for the Executive Committee review and approval.

San Bernardino County (Desert portion)

The Bernardino County has accepted the co-designee status with SCAG as recommended by ARB. A Memorandum of Agreement between SCAG and SB has not been developed due to Prop. 13 related restrictions on SB staff.

Riverside County (Desert portion)

The entirety of Riverside County has joined the SCAQMD; therefore, SCAG and the SCAQMD have been certified as the local lead agencies for air quality planning in Riverside County.

Imperial County

SCAG request a joint designation with Imperial County Air Pollution Control Board. The Imperial County Board of Supervisors requested sole designation and ARB conditionally certified the County as the local lead agency. SCAG was assigned a role of being responsible for developing and adopting the transportation control measures, and allocating federal funds to the County.

Los Angeles County (Desert portion)

ARB conditionally certified SCAG and Los Angeles County as co-designees. However, Los Angeles County Board of Supervisors have requested reconsideration by ARB, in favor of a sole designation for the County.

SCAG
SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

September 18, 1978

Dr. William T. Carpenter
Chairman
Transportation and Utilities Committee
1031 Tuttle Avenue
Simi Valley, California 93065

Dear Dr. Carpenter:

On June 2, 1977, the SCAG Executive Committee directed staff to develop a new procedure/formula for allocating UMTA Section 5 funds in the Los Angeles/Long Beach urbanized area. Since that time, SCAG, the involved county transportation commissions, and the transit operators have extensively discussed alternative approaches to these allocations.

These discussions have resulted in a joint recommendation by the staffs of SCAG and the Los Angeles, Orange, and San Bernardino Transportation Commissions as detailed below. This joint recommendation will be presented to the special 6-member committee consisting of two elected officials from each commission by staff of the respective county transportation commissions. If the members of the special committee concur in the recommendation then there will be no need to formally convene the committee. In this case the final recommendation should be forwarded directly to the Executive Committee for their consideration.

The joint recommendation is as follows:

1. This agreement will apply to the inter-county allocation of UMTA Section 5 funds in the Los Angeles/Long Beach urbanized area for FY-79 through the authorization period covered by pending federal transportation assistance legislation.

2. Additional funds which become available for FY-78/79 will be allocated concurrently with FY-79/80 funds;

EXECUTIVE COMMITTEE ATTACHMENT #13
Thursday, October 5, 1978

Los Angeles/Long Beach Urbanized Area Section 5 Allocation

At its August meeting, the Transportation and Utilities Committee requested that a special committee of 2 elected officials from each of the involved transportation commissions(Los Angeles, Orange and San Bernardino) be convened to develop a joint recommendation on the inter-county allocation of UMTA Section 5 funds.

Subsequently, staff representatives of SCAG and the CTCs met and reached agreement on a joint recommendation. That recommendation, in the form of a letter to the TUC Chairman, Dr. William Carpenter is included in this attachment.

At the September 21, 1978 meeting of the Transportation and Utilities Committee, Dr. Carpenter advised the committee of the joint agreement and stated that the recommendation would be brought directly to the Executive Committee without formally convening the special committee as long as the parties concurred.

Staff anticipates that statements of concurrence with the joint recommendation by the elected official representatives will be available by the Executive Committee meeting data and therefore recommends Executive Committee approval of the joint recommendation as detailed below.

APPROVAL OF SCAG PARTICIPATION IN THE SOUTH WEST REGIONAL BORDER COMMISSION ECONOMIC DEVELOPMENT PLANNING PROGRAM

EXECUTIVE COMMITTEE ATTACHMENT #11-G
Thursday, October 5, 1978

Recommended Action:

It is recommended that the Executive Committee direct staff to transmit comments to the California Office of the Southwest Border Regional Commission:

(1) stating SCAG's interest in participating in the proposed planning program; and

(2) authorizing the Commission to mention this interest in its grant application.

It is also recommended that the Executive Committee authorize the Executive Director to enter into negotiations with the Commission on an actual contract when funding is available.

Background:

The Southwest Border Regional Commission is a Department of Commerce "Title V" Commission established to develop a strategy for economic development in the border areas of California, Arizona, New Mexico and Texas. In California, the affected counties are Imperial, Riverside and San Diego. The California Office of the Commission, part of the Governor's office, intends to develop a comprehensive public investment program for this area; the program will include a determination of economic development goals/strategies for the area and formulation of a program of public investments or projects to implement the strategies. The state investment plan for this border area will be coordinated with those of the other states in the Commission to form the regional development plan which (after Executive Office approval) will be submitted by the President to the Congress for appropriations to carry out the program.

In order to develop this program, a number of different agencies and interests will have to be included--the counties and their Overall Economic Development Planning Committees, business and agricultural interests, state agencies including the Office of Economic and Business Development and the Housing and Community Development Department, and the government of Baja California. Additionally, the California Office has asked SCAG and the Comprehensive Planning Organization of San Diego to play substantial roles in the process because of the councils of governments' on-going activities in growth forecasting, housing, transportation, and energy, as well as air and water quality planning; the activities in which we are being asked to participate are the development of necessary data base information, needs assessment and alternative regional planning development strategies.

The plan development will be funded through a HUD "701" planning grant. (The Commission is requesting funds from a 701 program available only to states and will not be competing against local governments for comprehensive planning funds.)

State funds will probably also be available to augment the grant. The California Office is proposing to contract with SCAG for this work, with the Office providing full funding for the work to be performed. To the extent it is felt appropriate, SCAG may pass through funds to mini-cogs and/or counties for their participation in this effort. At this time, it is estimated that the staff time required will be 1 - 2 persons or more for six months (tentatively January 1 - June 1979), although until a more definitive study plan is developed we cannot fully estimate the extent of the requested SCAG effort. SCAG is supposed to receive the most recent study design by September 29. The funding required for SCAG participation would probably be up to $96,000.

APPROVAL OF MINUTES FOR SEPTEMBER 7, 1978
EXECUTIVE COMMITTEE MEETING

EXECUTIVE COMMITTEE ATTACHMENT #11-I
Thursday, October 5, 1978

NO. 153

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

September 7, 1978

M I N U T E S

1. The Executive Committee of the Southern California Association of Governments met at the SCAG offices, 600 South Commonwealth Avenue, Suite 1000, Los Angeles, on Thursday, September 7, 1978. The meeting was called to order by Mayor Pro Tem Wedaa at 9:40 a.m.

The following Executive Committee Delegates and Alternates were present:

Mayor Pro Tem Henry Wedaa	Second Vice President
	Delegate, Cities of Orange County
Mayor Patricia Burk	Delegate, Cities of Imperial County
Mayor Lionel B. Cade	Alternate, Cities of Los Angeles County
Mayor Pro Tem Eleanor Cohen	Delegate, Cities of Los Angeles County
Mayor R.E. Ellingwood	Delegate-at-Large, City of Ontario
Councilman Joseph Garrett	Alternate, Cities of Ventura County
Mayor Robert Holcomb	Delegate, Cities of San Bernardino County
Mayor Pro Tem Miriam Kaywood	Alternate, Cities of Orange County
Supervisor Clayton A. Record, Jr.	Delegate, Orange County
Councilmember Christine Reed	Alternate-at-Large, City of Santa Monica

OTHERS:

Ray Remy, Deputy Mayor, City of Los Angeles, representing Mayor Tom Bradley.

STAFF:

Mark A. Pisano, Executive Director
Barton R. Meays, Deputy Executive Director
Frank Hotchkiss, Director, Comprehensive Planning
William O. Ackermann, Jr., Director, Transportation Planning
Dennis Masyczek, Program Manager, Development Guide
David Di Julio, Assistant Director, Air Quality/Energy
Leslie Kash, Program Manager, A-95 Review
Ron Cole, Transportation Planner
Jim Sims, Assistant Director, Planning Division, Transportation
Fred Kahane, Housing and Community Development
Susan Minus, Secretary to Executive Committee

2. ANNOUNCEMENTS

The Deputy Executive Director announced that the October Executive Committee Meeting would begin at 9:30 a.m. on October 5 on the Queen Mary in Long Beach, and the Executive Committee Retreat would be held in the afternoon of that day.

3. EXECUTIVE DIRECTOR'S REPORT

A. Conference on the Human and Legal Rights of People with Disabilities

The Executive Director said a letter had been received concerning a Conference on the Human and Legal Rights of People with Disabilities to be held on October 14 and 15 at the Airport Hyatt Hotel, and the Executive Committee had been asked to be one of about 100 sponsors and to encourage members to participate. Mayor Holcomb moved support of the Conference, and Mayor Beirich seconded the motion.

Deputy Mayor Ray Remy felt that co-sponsorship should not necessarily mean that SCAG supported all of the policies that would be adopted at the conference, and Mr. Pisano suggested this be noted in a letter being sent out to all member cities and counties, encouraging them to participate. He said attendance at the conference would help members make determinations about Section 504 of the Rehabilitation Act, which requires this organization to develop policies, especially in transportation, dealing with the needs of the disabled.

Supervisor Record added that participation may preclude adoption of policies in which local government cannot participate. Mayor Pro Tem Kaywood asked what changes could be made and Mr. Pisano said local government could influence policies of state and federal agencies as to interpretation. Colin Lennard, Legal Counsel, noted that HEW was coming down hard on federal agencies to get them to adopt its guidelines. Mayor Pro Tem Kaywood felt that the federal government should fund regulations which they enforce. The Committee then unanimously voted to support the conference.

B. State/EPA Regional Administrator Agreement

Mr. Pisano told the Committee that SCAG had received a letter on August 28 from the State Water Resources Control Board concerning an agreement between the State and the EPA Regional Administrator, which outlines the policy relationship between the state and federal government on how to implement and coordinate all the federal water and solid waste programs.

Roger Riga told the Committee that the State had been working on this for some months but this letter was the first communication SCAG had received. The State wanted a response back by September 13, which would leave insufficient time to develop the matter through the 208 committee structure.

Tom Jorling, EPA Assistant Administrator, in an interview with NARC, commented on the role of the designated 208 agencies and said that, although the State had the primary responsibility, EPA would require evidence of meaningful participation by the regional agencies before they would sign the Agreement.

Staff recommended submitting the following comments on the different sections:

Section I - well written and appears to adequately describe the Water Quality problem.

Section II - wholly inadequate as it relates to 208 planning
Section III - no reference or discussion of Areawide Goals and Priorities, only statewide.
Section IV - no allocation of funds provided
Section V - unclear as to precisely how the process will function over the next year, and silent on the role of designated 208 agencies and local governments. Use of SCAG's Overall Work Program process for refining the agreement would be one mechanism for insuring a role for local government.

Mayor Pro Tem Cohen moved transmittal of the above comments together with a statement objecting to the limited time available for comment; Supervisor Record seconded the motion, and the Executive Committee unanimously approved it.

Deputy Mayor Ray Remy suggested individual contact be made with Tom Quinn, Chairman of the Air Resources Board, and John Bryson, Chairman, State Water Resources Control Board, in addition to submittal of comments, and offered to talk with Mr. Bryson. Mr. Pisano said he had spoken with Larry Walker, Executive Director of Water Quality at the State Water Resources Control Board, and expressed his concern about such an important document being drafted at such a late hour and being forwarded to the EPA.

Mr. Walker had said this was the first "go around" and, next year, more opportunity for local government involvement would be given. This Agreement applies to the non-designated portions of the SCAG region as well. Mr. Pisano felt the real issue was getting agreement from the State on a process that will allow local government involvement, and he felt this Committee's comments to the State would be the best move to make. The motion passed unanimously.

4. DRAFT SCAG-78 GROWTH FORECAST POLICY

Dennis Masyczek said SCAG-78 would be the basis for air quality planning, 208 planning, transportation planning, and the housing model. He said six alternatives were prepared in February and a preliminary environmental assessment was conducted on these six alternatives. They were sent to every city within the region, discussed in a number of committees, and came back to the Executive Committee in July. An EIR is being prepared on the draft document and workshops will be held in October and November. A public hearing will be held in December and the document will come back to the Executive Committee in January or February for adoption.

Draft SCAG-78 shows an increase of about 3 million people in the SCAG region by the year 2000, which is a 29% increase; it is 2% higher than SCAG-76 and 2% lower than the State Department of Finance's E-150 forecast. An effort was made to have a summation of local government totals by working with planning organizations and elected officials in each county and numerous cities. An attempt was made to encourage growth in a balanced manner in both urbanized and un-urbanized areas. Employment growth was balanced with population as much as possible. Dennis then made a comparison between the counties' forecasts and SCAG-78.

Mayor Holcomb asked if a model was being developed as to what the cities will look like and Dennis said that was being done to a certain extent. He added that the forecast shows an increase in housing of 36%. Mayor Holcomb asked what the land availability would be in Orange County and if there would be any land left. Dennis said there would be little

vacant acreage left in the urbanized areas of Northern Orange County, such as the City of Anaheim. However, considerable vacant acreage would be left in the southeast part of the County.

Mayor Beirich asked if the local government forecasts were consistent with regional policies and Dennis explained that local government forecasts were utilized as much as possible but that there was one area where staff saw a conflict with regional policies - Statistical Area 43 in Orange County.

Mayor Pro Tem Cohen asked if the assumptions regarding energy availability on pages 2 and 3 were valid and Dennis said that they may be somewhat weak because of the lack of energy-generating facilities. There is enough capacity in the currently-planned generating plants but whether they are finally built or not is the question.

Deputy Mayor Ray Remy expressed concern about urban concentration and Dennis said they had tried to work out a limit to density and had worked out these figures with the planning directors. He said recycling was also discussed; about 50% of all new housing in Los Angeles County is shown to be recycled housing. Excessive recycling and excessive densities were avoided. He said high employment growth rates in counties other than Los Angeles County are intended to reduce the in-commute to Los Angeles County. However, he also noted that Los Angeles County is forecast to capture the largest share of employment growth within the region.

Mayor Pro Tem Wedaa urged all Committee members to encourage their councils and other city councils to review the draft of SCAG-78 and to comment on it.

5. PREVIEW OF THE DRAFT "208" PLAN

Mayor Pro Tem Eleanor Cohen of the City of Claremont presented a summary of the progress being made on the 208 Plan and the special issue "Watermarks," which previews the draft 208 plan. The preview contains 29 individual policy statements which are guiding principles for the draft plan. There are 15 sets of action recommendations. Each action will be further described in the full draft plan including specific responsibilities. The draft plan will be one report with three major parts: a water quality planning framework, an action plan with specific recommendations, and an implementation plan which will get into management strategies, schedules, and costs.

Mayor Pro Tem Cohen emphasized that this is the time when people must pay attention; the document should stimulate local government action. She said it is time to try to find out what actions local government are going to implement and what commitments they are willing to make. There will be public hearings on the plan between now and February at which time the plan is scheduled for adoption.

Mayor Beirich asked about small package treatment plants in unsewered areas and whether or not the plan was going to do an evaluation of package treatment plants. Roger Riga explained that, in some situations, they seemed to be the best alternative to septic tanks in rural areas where low densities do not warrant building of major facilities. Mr. Pisano said legislation which allows creation of septic tank management districts, may permit small areas on septic tanks to remain on those systems. Mayor Pro Tem Cohen suggested that staff might want to look into Mayor Beirich's concerns.

Mayor Ellingwood asked about non-point sources and Roger explained that this referred to sources of water pollution other than a direct pipeline discharge into a channel or river. He said it was an attempt to control pollution from diffused sources, e.g. erosion, sediment, or agriculture. Mayor Pro Tem Wedaa encouraged all members to have their staffs carefully review the Watermarks report and become more actively involved.

6. REACTIVATION OF REEVES FIELD

Bill Ackermann, Director of Transportation Planning, said there has been a critical shortage in general aviation airports and that the Reeves field, which is now under the control of the Los Angeles Harbor Commission, was deactivated after the war and has remained so since. He then introduced Mr. Nate Di Biasi, President of the Los Angeles Board of Harbor Commissioners.

Mr. Di Biasi told the Committee that the Harbor Commission had plans for the field, which has only been in the Commissions jurisdiction since last year. He said the Commission had heard from the aviation industry, marina owners, and drag strippers, all wanting to use the field, but that the Commission needed that land to build new storage facilities and provide a place for stuffing and unstuffing of containers.

He said the Commission was in the process of deepening the Harbor to accommodate larger ships, which now have to wait until high tide to come in. The federal government was encouraging expansion of the harbor. He said modern shipping meant back-up space for stacking containers, accommodating automobiles, and for stuffing and unstuffing containers. He said it is presently costing shipping companies over $85,000 per container to get them stuffed and unstuffed downtown; this is why they need Terminal Island. He said that, unless the Harbor is prepared to take care of these new ships, it will be out of business. He foresaw increased trade from the Far East using Southern California harbors. He pointed out that Los Angeles shipping meant no delays from bad weather, which cost $24,000 for a 24-hour delay.

He mentioned environmental problems and the fact that millions of dollars had already been spent cleaning up the pilings and water. One barge can carry the load of more than 50 trucks; they carry 100 containers. Use of barges will also mean decreased air pollution.

Mr. Di Biasi said he appreciated the problems of the aviation industry, the marina owners, and the drag enthusiasts, but he considered the Harbor Southern California's lifeline to the world; it contributes economically to the community - for every hour of cargo worked in Los Angeles, 5 hours of work is generated. He believed the first priority for Reeves field should be shipping.

Mark Pisano felt that the Executive Committee needed to be more informed of their contracts and recommendations before further deliberating on this issue. He said the goods movement study being carried on by a corp of engineers and the Harbor Commission would be completed in another year after which it would be possible to make a more clear determination of what was going to be needed. He suggested the Committee keep this as an open item.

7. ENERGY SHORTAGE CONTINGENCY PLANNING

Mayor Pro Tem Kaywood moved that this item be continued for one month, Mayor Beirich seconded the motion, and the Executive Committee approved it.

8. GRANT REVIEWS

A. U.S. Forest Service Roadless Area Review and Evaluation (RARE II)

Rick Mellinger told the Committee that the program identified areas in the national forest for 10,000 acres or more to see which areas were suitable to be included in the wilderness, non-wilderness, or future planning areas. He said staff had reviewed the plan and identified 4 problem areas relative to the SCAG region: fire and flood hazards, air quality, recreational problems, and resources. He said staff had met

with county staffs and had looked at alternative H as the one most clearly meeting the uses for the identified areas. Alternative H allocates most of the RARE II areas to nonwilderness uses with some modifications as shown in the attachment. Input is still coming in from the counties. October 1 is the deadline for SCAG comments to be submitted to the Forest Service.

Supervisor Record moved that staff be directed to transmit comments to the Forest Service supporting Alternative H, leaving the record open so that upcoming committee actions could be incorporated into the comments. Mayor Beirich seconded the motion and the Executive Committee approved the transmittal.

B. City of Los Angeles Department of Airports - Land Use Compatibility Study

Leslie Kash explained that staff had met with the concerned jurisdictions about their role in the project. Since that time a new organizational structure has been worked out by the cities involved and the Department of Airports, which will be the operator, and this structure is acceptable to the concerned jurisdictions. The City of El Segundo has taken an action on this saying they do not feel there is a need for the project but would recommend approval with the inclusion of the new organization structure as part of the grant.

Mayor Pro Tem Eleanor Cohen moved Executive Committee approval of this project subject to the City of Los Angeles Department of Airports agreeing to modify the work plan to include a statement that the Department will establish and participate in a project management committee that will include impacted jurisdictions; that staff be directed to work with the Department of Airports and impacted jurisdictions; that the Committee approve a change in the amount for this project from $533,333 to $644,333; and that the Committee request a written response from the Department of Airports to all the comments from impacted jurisdictions. Mayor Beirich seconded the motion.

Mayor Holcomb asked if other studies had been done on this matter and Mr. Steven Yee of the Department answered that a study was started 5 years ago but some of the data needed updating. Some of the information regarding air traffic was not included and, he felt, inadequately addressed noise elimination around the airport. Therefore, he didn't feel this study would duplicate any of the information that was generated but would supplement it. The Executive Committee then unanimously approved the motion.

9. TRANSPORTATION AND UTILITIES COMMITTEE

A. Unmet Transit Needs

Ron Cole passed out copies of the proposed resolution and told the Committee that two public hearings were held with the Riverside Transportation Commission sitting as the hearing board, and that their findings were reviewed and adopted by the Transportation and Utilities Committee. The findings were that there are no unmet transit needs that can reasonably be met in the areas of Banning, Beaumont, Corona, Desert Hot Springs, Hemet, Indian Wells, Lake Elsinore, Perris, Rancho Mirage, and San Jacinto; that unmet transit needs in Blythe, Norco, and the City of Riverside are currently being met by planned and programmed improvements in the transportation improvement program; that there are unmet needs in the Coachella Valley and that the recommendation was that full finding of reasonableness be held for this area until the Transportation Commission has had an opportunity to examine further the needs and come back with more recommendations; that no claims for streets and roads be approved for the City or County of Riverside until additional funding has been programmed for special services

to Highgrove and in the county unincorporated area near Perris.

Mayor Pro Tem Wedaa asked if anybody wished to comment on the issue and there was no response. Colin Lennard, SCAG Legal Counsel, told the Committee that the following wording should be inserted in the resolution on the second page, after the words "be it further resolved: "after review of the complete record including testimony received at the public hearing, the recommendation submitted by the hearing board, letter dated July 18, 1978, the Regional Transportation Plan and testimony before the Executive Committee" finds that there are . . . . . He then read the title of the Resolution - "A Resolution of the Southern California Association of Governments Concerning Findings on Unmet Public Transit Needs that can Reasonably be Met in Riverside County for Fiscal Year 1979."

Mayor Holcomb asked if the City of Riverside had been contacted and Ron Cole said the City had been informed and the recommendation was the same as the Riverside County Transportation Commission recommendation.

Mayor Beirich moved that the Executive Committee adopt the resolution which contains the following findings:

- that, based on the adopted short range transit plan and on testimony received at public hearings, there are no unmet transit needs that can reasonably be met in Banning, Beaumont, Corona, Desert Hot Springs, Hemet, Indian Wells, Lake Elsinore, Perris, Rancho Mirage, and San Jacinto;

- that unmet needs exist in Blythe, Norco, and the City of Riverside, and that sufficient funds have been budgeted and necessary steps taken so that those transit needs will be met in fiscal year 1979;

- that there are transit needs that can reasonably be met in Highgrove and the unincorporated areas adjacent to Perris and that no County or Riverside City TDA claims for streets and roads be approved until sufficient funds are set aside to meet those needs;

- that unmet transit needs exist in Palm Springs, Palm Desert, Coachella, Indio, and adjoining county unincorporated areas, that there is insufficient information available to quantify those needs, and that no claims for streets and roads be approved until the Commission develops further data;

- that the Committee authorize the allocation of TDA funds pursuant to Section 99400(a) for streets and roads claims for Banning, Beaumont, Blythe, Corona, Desert Hot Springs, Hemet, Indian Wells, Lake Elsinore, Norco, Perris, Rancho Mirage, and San Jacinto.

Supervisor Record seconded the motion. Then he said he thought the Highgrove special services had been instituted since the printing of the agenda; Barry Beck of the Riverside County Transportation Commission confirmed his statement. The Executive Committee then unanimously approved the motion.

B. 1978 Regional Transportation Plan

Mike Zdon summarized the work that had been done on the Regional Transportation Plan; the process began in May and the plan will come up for adoption in October. The Transportation and Utilities Committee will look at the plan and will make final recommendations to the Executive Committee in October.

He said the RTP will need to be amended upon the completion of the AQMP, ridesharing plan, memorandums of understanding, and Regional Transit Development program integration report. The drafts for these are due in October, workshops will be held in November, a public hearing in December, and an amended RTP will come back to the Executive Committee in January. One correction was made to Table 1, Policy 15: staff recommended the policy be dropped (transit aged definition) so as to leave it up to local areas to decide what age could be termed 'elderly.'

Mayor Pro Tem Cohen asked if a change could be made in the wording on Policy 18: "consider the inclusion of bus, van, and carpool lanes . . ." and Mr. Ackermann said this was consistent with the plan. She asked why the second and third priorities in Policy 6 had been combined and Mike Zdon explained that construction of new facilities was deemed as important as necessary operational improvements. Mayor Pro Tem Cohen recommended a change in Policy 6 to read "construction of new facilities, necessary to increase the effectiveness of system use and necessary operational improvements, and Mr. Ackermann said this also would be consistent with the plan.

Mayor Beirich moved that the Executive Committee accept the Hearing Board's report and recommendations; that the Executive Committee approve the significant changes to the draft RTP including the changes requested by Mayor Pro Tem Cohen; and that the Executive Committee review the editorial and text clarification changes as described in Addenda 1, 2, and 3. Mayor Pro Tem Cohen seconded the motion and the Executive Committee passed it unanimously.

Deputy Mayor Ray Remy asked if the advisory measure going on the ballot in November would be consistent with presently-adopted policies or proposals to be adopted in the Regional Transportation Plan. Jim Sims said staff was preparing a report on the 4-part Regional Transit Development Plan which would look at the rail options which is now the Wilshire Corridor and bus-on-freeway on the other corridors, and this includes the Harbor/105 freeway. Jim said it was premature to make a final decision on which mode is appropriate for the region at this time.

Mr. Remy asked if the rail system would conflict with the bus-on-freeway work. Jim responded that the RTP supports continuing work on rail only in the Wilshire corridor. To that extent there is a conflict with the ballot measure which would look at rail in the Harbor/105 freeway corridor.

9. DRAFT REVISION OF THE REGIONAL HOUSING ALLOCATION MODEL

Fred Kahane noted that the Executive Committee had approved an ad hoc committee to review the methodology for the regional housing allocation model. Charles Todd then told the Committee about some of hte changes ot the RHAM - a) determining income by using IRS data for every area in the region; b) the fair share methodology will be tied to employment opportunities; c) in the past housing was looked at in terms of housing values but the new model will consider housing payments.

Councilmember Reed asked if the changes would be flagged for those jurisdictions effected and Fred Kahane said the model would be sent to all jurisdictions for review and comment. He added that it would go back to the ad hoc committee, the Community and Economic Development Committee, and then back to the Executive Committee at its October meeting.

10. LEGISLATION

A. SB1737 (Ayala)

Councilmember Reed moved a resolution of support of SB1737 which would leave to the South Coast Air Quality Management District Board's discretion the utilization of land use control measures in the District's Air Quality Management Plan. Mayor Ellingwood seconded the motion and the Executive Committee unanimously approved it.

B. AB3020 (Lanterman)

Mark Pisano told the Committee that this bill would allocate $66 million for allocation by CTC and expenditure by Caltrans as soon as possible in District 7. Mayor Pro Tem Kaywood moved Executive Committee support of the bill, Councilmember Reed seconded the motion, and the Executive Committee approved it.

11. CONSENT CALENDAR

E. Authorization for President to send Letter to ARB Inquiring about ARB Policy Regarding Emissions Standards for New Air Carrier Airports

This item was pulled from the Consent Calendar because a letter concerning this matter was received from ARB after the agenda mailing.

H. Approval of an Amendment to the 1978-79 Overall Work Program

Mayor Beirich requested approval to revise portions of Riverside County's FY 1978 and FY 1979 Overall Work Programs to reflect changes adopted by the Riverside County Transportation Commission, pertaining to UMTA grants CA-09-0059, CA-09-0069, and the FHWA (PL) Grant for FY 1978-79.

Supervisor Record moved approval of Riverside County's request,in addition to the request for an amendment made by the City of Calexico to include its Airport Master Plan Study; Mayor Beirich seconded the motion, and the Executive Committee approved it.

I. Authorization to Present Testimony and Comments on the "504 Handicapped Regulations"

Mayor Pro Tem Kaywood expressed concern that support of 504 would place additional

financial burdens on local government, and perhaps there were better ways to handle the problem. Bill Ackermann said there should be some flexibility in how local government responds to the situation and, in some cases, special services may be more appropriate and more acceptable.

It was moved and seconded and the Executive Committee authorized testimony on the 504 Handicapped Regulations.

W. Approval of FAU/FAP Funds Transfer

The Committee was told that SCAG had received a letter from the Director of Caltrans requesting approval of the transfer of $19 million in Federal Aid Urban funds to keep the Federal Air Primary projects moving. Three counties will be effected - Los Angeles, Orange, and San Bernardino. It was recommended that the request be approved contingent upon approval by the transportation commissions in those three counties.

Robert G. Adams, Chief, Division of Project Development of Caltrans, explained to the Committee that Caltrans normally receives its federal funding on October 1 but this year Congress had not yet taken action. There has been some degree of controversy and Caltrans was not sure if Congress would pass the Federal Highway Act, and even if it was passed, it would probably be subject to a presidential veto. In the absence of concurrence by the House, some expected a skeleton or interim appropriation, or no funding at all.

Caltrans is involved in three major efforts to keep the program in operation - a) getting the first 5 months' funding from FAS funding and the next 5 months' from FAU (non attributable); b) approaching the 3 MPO's in the area and seeking concurrence for $30,000 transfer to FAP; c) approaching FHWA to seek approval to allow Caltrans to continue advertising construction projects using state funds only until such time as apportionment is available; d) approach state legislature and seek their approval of an increase in appropriation level of state funds to keep program going.

Mr. Remy asked if the projects were already underway and Mr. Adams said Caltrans wanted to go ahead only with projects that had been scheduled, until relief came from the federal government. Mr. Remy asked if there was any way Caltrans would consider assisting Southern California to regain money that should have come to Southern California by supporting AB 3020 (Lanterman).

Councilmember Reed asked what projects had been scheduled in the SCAG region and Mr. Paul of Caltrans District 7 said there were $5½ to $6 million worth of projects in the advertising schedule, primarily in Los Angeles County and some in Orange County. Mayor Holcomb asked if this transfer would defer some secondary projects and Mr. Paul said unobligated FAU funds were involved. Mayor Holcomb asked if the funds would be paid back if Congress did not pass the appropriation bill and Mr. Adams said Caltrans would take every step to restore the funds to Southern California, but he could not guarantee that that would happen. Caltrans would attempt to get legislative approval of the state funds necessary to restore government funding.

Mr. Remy said he had heard conflicting viewpoints as to how the Commission and Caltrans felt about AB3020. He understood the bill's intent was to restore the funds to this region on a one-time basis. He hoped the Department would be helpful to Southern California on this point. Mr. Adams said they are expecting a short fall on expenditures on highway work in this district in the current 4-year period, due almost solely on the impass on the Century Freeway. He believed AB3020 called for expenditures on new facilities projects and Caltrans does not have a backlog of those kinds of projects ready to commit funds in time for this fiscal year. Mayor Holcomb

moved the recommendation to transfer $19 million in FAU funds to the FAP program and Mayor Beirich seconded the motion.

Mayor Ellingwood expressed concern about a $19 million loan which might not be repaid, and expressed opposition. Mayor Pro Tem Kaywood pointed out the possibility of loss of interest and Mr. Ackermann said there would be none involved because the funds are not provided until the project is instituted. Mr. Remy asked where the money was going and Mr. Adams said Caltrans would just go down the list and advertise projects as they came. Mr. Pisano said he was confused about the statement that Caltrans could not move forward on any of the projects for the next several years. Mr. Adams said he was referring to delivery in the next 6 months or so.

Mayor Holcomb asked why secondary projects were not included and Mr. Adams said that for several years there had been a substantial balance of unobligated federal and urban funds. It has just been in recent years that local agencies have been developing and delivering projects at a rate to make some headway in reducing the balance. It is not Caltran's intent to cause local urban projects to be delayed.

Councilmember Reed asked if cities had been made aware of the funds available, and whether the transfer would be stopped if the Executive Committee opposed it. Colin Lennard said it would need the 'go ahead' from SCAG and the Transportation Commissions. The Executive Committee then voted 4 in favor and 4 opposed to transfer of the funds. Mayor Pro Tem Wedaa asked if there was any urgency on the matter and Mr. Ackermann said a decision had to be made before October 1. Transfers can only be made once during the fiscal year. Supervisor Record felt that the Committee should approve the transfer on condition Caltrans asked the governor to sign AB 3020. Mr. Adams said he would relay SCAG's concerns to the legislature. He felt the FAU/FAP transfer should be dealt with separately as it had serious consequences.

Mayor Holcomb felt the Committee should approve the transfer as the chances of Congress not approving the Act were so remote and the Committee should take into account what would happen statewide; the consequences of a shut down were so great and sooner or later would effect Southern California. He urged the Committee to look at this strictly on its own merits and not use it as a power play. He made the motion over to approve the transfer of $19 million FAU funds to the FAP program contingent upon approval by the appropriate transportation commissions, and Supervisor Record seconded the motion. The Executive Committee voted to approve the transfer with 5 in favor and 3 opposed - Mayor Ellingwood, Councilmember Reed, and Mayor Burk.

Mayor Pro Tem Wedaa suggested to Mr. Adams that, since he was returning to Sacramento, he indicate some of the Executive Committee's concerns and position on AB3020 to the legislature.

The Executive Committee unanimously approved the remaining items on the Consent Calendar:

A. Approval of Grant Reviews
B. Approval of Contract with Jack Green
C. Approval of Memorandum of Agreement (MOA) with the State Coastal Commission
D. Approval of FAU Program Amendments in Ventura County
F. Authorization to Accept the Phase V Grant from the Federal Aviation Agency
G. Approval of Transportation Development Act Claims
J. Authorization to Reprogram Federal Highway Administration Funds
K. Authorization to Execute City of Redondo Beach Section 5 Contract
L. Authorization to Execute City of Santa Monica Municipal Bus Lines Section 5 Contract

M. Authorization to Execute Orange County Transit District Section 5 Contract
N. Approval of Minutes for August 3, 1978 Executive Committee Meeting
O. Approval to Add a General Aviation Study to Phase III of the SCAG Regional Airport System Planning Program
P. Caltrans/ARB Memorandum of Understanding
Q. Preliminary Reports on the Impact of Proposition 13 on Transportation Facilities and Services
R. City of Glendale Tentative Tract #32844 Residential Development (Draft EIR)
S. Actions on Assisted Housing Projects Submitted for A-95 Review
T. Local Agency Formation Commission of Orange County - Annexation of Bryant Ranch by the City of Yorba Linda
U. US Department of Energy - "Petroleum Production at Maximum Efficient Rate" (Elk Hills) Draft Environmental Impact Statement
V. "208" Status Report.

12. PRELIMINARY DRAFT AIR QUALITY MANAGEMENT PLAN

David Di Julio said a preliminary plan was out which met federal and state requirements but did not include recommended measures. Mayor Pro Tem Cohen asked what would be done about the air quality problem in Orange County especially in light of the projected growth of 1/3 of the growth in the region. She felt that, even if the air quality could be improved in Orange County, it would not improve in cities further inland such as the City of Claremont. Mr. Di Julio said the problem was presently being looked at as a regional problem that would enable standards to be met in the worst areas.

Mayor Holcomb asked if the air quality plan was going to come up with quotas or reductions for various jurisdictions and David said only an overall air basin reduction to meet each of the federal standards was being recommended. Mayor Holcomb felt that sanctions should be placed only on those jurisdictions that did not meet the regulations as it would be more difficult or impossible to get a whole region to collectively cut down on air pollution. He said the cities of Los Angeles and the Counties of Riverside and San Bernardino had all asked the same question; and, whether there could be a target or goal for emissions reductions in their areas. He said 2 policies would be recommended: (a) sanctions should not apply to those areas implementing the plan; (b) if the plans were being implemented, then the air quality impacts of new faciliites, highways, housing, etc. would be mitigated by the air quality plan.

Most of the measures contained in this plan do not require direct implementation by local government but there are things that the local governments will be doing through the South Coast Air Quality Management District or through transportation planning.

Mayor Holcomb asked if there was any merit in assigning quotas and Mr. Di Julio said staff would work it out and come back to the Executive Committee with the advantages and disadvantages. Mayor Pro Tem Eleanor Cohen asked if allowable emissions would be allocated if the quota approach was considered, and Supervisor Record asked if the areas would be divided up into county jurisdictions or regional jurisdictions. Mayor Holcomb suggested the divisions be by counties and then the counties could be broken up. Supervisor Record pointed out that it would be impossible to determine which area was creating the pollution. Mayor Holcomb thought it could be monitored by the number of vehicles in an area, average vehicle miles travelled, etc. He felt it would be very difficult to implement strategies on a basinwide approach, and didn't think it would work nearly as well as letting local jurisdictions use their own innovations and offering them some options as to how they will handle the problem.

Mayor Beirich asked where the tables on annualized costs of control measures came from and David Di Julio said those were the capital and operating costs for implementing the

measure on a yearly basis in constant dollars over the lifetime of that particular measure. The numbers on stationary source areas were developed by the South Coast Air Quality Management District. Staff developed the transportation costs in conjunction with Caltrans and RTD, and the HOV staff. On cost-effectiveness, Mr. Di Julio said it was the annualized costs divided by the reduction in tons per year, i.e. the cost to get rid of one ton per year. He said they were asking all jurisdictions, citizens, etc. to review and pick measures which they felt should appear in the draft plan. A required reduction has been noted for each pollutant. From the preliminary plan, measures will be selected to be implemented by 1982.

Mayor Beirich asked about those alternatives about which there is not yet sufficient information and further analysis is yet to be done, and David said those measures would be presented later. Mayor Beirich asked if there was a possibility that some measures would be effective only in some areas and Frank Hotchkiss said it was highly likely because local government would be selecting the measures. Councilmember Reed asked if there were tables which showed the various measures and how they impacted each of the particular elements and David said he would send her a set.

Mayor Holcomb asked if there were any measures that were not put into the plan and David mentioned a few - gas rationing, land use planning or population controls, far-fetched technological advances, diamond lanes, retro-fit on vehicles, etc. Mayor Pro Tem Cohen said decisions on industrial sources were very technical and wondered if the South Coast Air Quality Management District Board should be handling them rather thatn the Executive Committee, and Mark Pisano said our role to the District was only an advisory one and the responsibility was the District's.

Mayor Holcomb questioned the wisdom of having 2 levels of government (the Air Resources Board and the Air Quality Management District) working on the air quality problem, and wondered if the state could be left out of the issue entirely. Mr. Pisano pointed out that the Lewis Act and the non-attainment designation required local government to make the final decisions and address the air problem; once the regional plan is adopted and once it meets federal and state standards and is accepted by them, then they are bound to follow local government's plan. The region was moving in that direction. The advantage of having the AQMP participate in that process was that they are the management agency at the local level to carry out these actions.

Supervisor Record pointed out that the agencies that are required to draft the plans were bound by regulations such as adequate citizen participation, advisory committees, deadlines, proper communications, etc. while the ARB was not bound by these procedures and plans. Mr. Pisano said the main issue was "who is going to implement the plan once it is adopted?" He said the region has the opportunity to define the problem, define ways it wants to approach the problem, recognizing existing state and federal statutes, and define how it's going to carry out air quality control in this region. Mayor Holcomb asked if the local government plan would preempt ARB from overruling them. Mr. Pisano said that was correct once the plan was accepted by ARB. Supervisor Record asked if it was possible that the plan might not be accepted and Mr. Pisano said it should be certified. David Di Julio said the Environmental Quality and Resource Conservation Committee would be having a special workshop meeting on September 14 and was inviting the Transportation and Utilities Committee; he extended a welcome to the Executive Committee to attend. He also asked the Committee to comment on the plan between now and October.

13. PUBLIC HEARING BEFORE THE STATE HISTORIC RESOURCES COMMISSION

Mayor Pro Tem Kaywood related the incidents of a public hearing in which the City of Anaheim was involved and warned cities that have redevelopment programs of the treatment they might expect. The Commission spent 2½ hours discussing one building in

San Francisco with no apparent limitations placed on the speakers but when the Anaheim presentation began, information not directly related to historic or architectural significance of the buildings was rejected.

Dr. Mellon, who makes the final recommendation at the state level on inclusion of the 24 structures in the National Register, was not present during Anaheim's presentation. Mr. Everett Parks, an architect who was prepared to fully explain and outline the architectural significance of the 24 structures, was not permitted to proceed because the Commission already had his written comments. Three of the five Commission members stated that they had not had time to review Mayor Seymour's comments, and one of the three, Joy Sundberg, made the motion to include the buildings in the National Register. Dr. Elster, who had just stated that the Fox Theatre block was worthless, seconded the motion. The Chairman, Kathryn Kaiser, had to leave in the middle of Anaheim's hearing because of plane connections.

The City of Anaheim only learned about the hearing because the Redevelopment Agency owns some of the property. A 100-page application for preservation was only received by the City on August 21 for a response to Sacramento by August 25.

Mayor Pro Tem Kaywood said she would like the Executive Committee to see that there is an immediate change at the legislative level; to see that cities or jurisdictions are notified whenever the state is investigating any buildings to be included in the Register; and to see that the criteria are clarified and made realistic.

Mayor Pro Tem Wedaa suggested staff be asked to take Mayor Pro Tem Kaywood's letter and propose a course of action for the Executive Committee as an organization. Mayor Holcomb asked if it was too late to get some sort of resolution to take to the General Assembly as it was the worst case of arrogance he had heard of, and Colin Lennard said it was, but that a resolution could come off the floor.

Mayor Holcomb made a second motion to draft a resolution of censure for that type of conduct by a state commission and ask for their response, and Mayor Pro Tem Kaywood seconded the motion. Colin Lennard reminded the Committee of the 2/3 vote requirement. Mayor Pro Tem Kaywood asked that the motion include a request that the inclusion of the buildings in the Register be held up until the problem was taken care of, and this was agreeable to the maker of the motion.

Mr. Remy warned about the danger of this organization making judgments on the quality of buildings in Anaheim, and Mayor Pro Tem Kaywood withdrew her addition to the motion. The Executive Committee unanimously approved the motion.

14. OFF AGENDA ITEMS

Mayor Pro Tem Cohen raised an objection to off agenda items coming up in Executive Committee meetings as a policy of the committee. She felt the better approach would be that the city present it to the Executive Committee for future discussion.

15. RESOLUTION FROM THE CITY OF ADELANTO.

Mr. Pisano told the Committee that a resolution had been received from the City of Adelanto regarding sales tax sharing which would allow 50% of the funds to be retained by the jurisdiction of origin and 50% would be apportioned on the basis of population. The issue before the Executive Committee was whether the Committee wished to develop a position on the resolution or to send it to the General Assembly without a position.

Mayor Pro Tem Kaywood expressed opposition. Councilmember Reed moved to forward the resolution to the General Assembly with a negative recommendation and Supervisor Record seconded the motion, and the Executive Committee unanimously approved it.

Mayor Pro Tem Cohen told the Commitee that the League of California Cities is working on a proposal to take back an additional cent instead of sharing the one cent from the State, and apportion that to all cities on the basis of population. She suggested this idea for future consideration by the Committee; if all cities supported this idea it would have a better chance in the legislature.

The meeting adjourned at 1:25 p.m.

10. Each of the factors will be updated annually for purposes of making allocation calculations. FY-77/78 transit operating data and January 1, 1978 population data will be used for making FY-80/81 allocations. FY-78/79 data will be used for FY-81/82; and so on.

11. Transit system data submitted to SCAG for purposes of making annual formula calculations will be verified by each county transportation commission.

12. SCAG will update population figures annually.

Wesley McDaniel
Executive Director
San Bernardino County
Transportation Commission

Jerome Premo
Executive Director
Los Angeles County
Transportation Commission

Thomas Jenkins
Executive Director
Orange County
Transportation Commission

Mark Pisano
Executive Director
Southern California Assn.
of Governments

TW/dg

3. Additional Section 5 funds available in FY 78/79, and all Section 5 funds in FY 79/80 will go to Los Angeles County after the following dollar amount guarantees to Orange and San Bernardino have been met:

	FY-79	FY-80
Orange	$13,700,000	$13,022,000
San Bernardino	$1,259,000	$ 1,366,000

4. To endorse a formula approach for UMTA Section 5 allocations in the Los Angeles-Long Beach urbanized area. The agreed upon formula will apply to allocations beginning in FY-80/81 and continue through the period of this agreement.

5. Allocations for FY-80/81 and subsequent years covered by this agreement will be made by a three factor formula. The factors, and their respective weightings are:

   1. % Population - 60%
   2. % Revenue Vehicle Miles - 20%
   3. % Boardings - 20%

6. To treat the allocation of UMTA Section 5 funds independently from other funds, e.g. TDA funds.

7. To establish a "one plus two" carry-over rule at the regional level; that is, funds are to be available for use by the county to which they are allocated for the fiscal year in which they are allocated and for two years after. If they have not been expended (drawn-down) during these years, they will revert to the regional fund for redistribution by the SCAG Executive Committee.

8. To adopt a principle of fiscal prudence to the effect that increases in service or reduction in fares will not be undertaken unless they can be sustained throughout the entire period of this agreement.

9. To continue to examine the utility of including efficiency and effectiveness measures in future year allocations, but not to include these measures in the formula during the period of this agreement.

APPROVAL FOR PRESIDENT TO CONVENE JOINT CTC/SCAG/CALTRANS SEMI-ANNUAL MEETING

EXECUTIVE COMMITTEE ATTACHMENT #11-F
Thursday, October 5, 1978

JOINT CTC/SCAG/CALTRANS SEMI-ANNUAL MEETING

RECOMMENDED ACTION

Authorize SCAG President to convene a joint County Transportation Commission/SCAG/CALTRANS meeting, invite IVAG and VCAG to participate, and appoint SCAG representatives.

BACKGROUND

State law (Public Utilities Code Section 130059) requires that SCAG convene at least two meetings annually of representatives from each of the four County Transportation Commissions, SCAG, and CALTRANS to:

1. Review/discuss the TIP prior to adoption by the respective CTC.

2. Review/discuss the RTP prior to adoption by SCAG.

3. Review/discuss any other matters of mutual concern.

November 17, 1978 has been set as the date for the meeting. An agenda is being developed by SCAG staff and the Subregional Agency Executive Directors.

9/26/78

THE REGIONAL HOUSING ALLOCATION MODEL

Overview

The regional assessment of housing need has not been updated since adoption of the Regional Housing Allocation Model by SCAG in April of 1977. A current housing needs assessment is one requirement of the Department of Housing and Urban Development (HUD) for regional housing assistance eligibility and housing plan element certification for 701 comprehensive planning assistance. An areawide Housing Opportunity Plan (AHOP), including a housing needs assessment, is required to address areawide housing assistance needs and to meet a variety of other requirements to receive HUD certification. In addition, the needs assessment is required for compliance with current Community Development Block Grant regulations, as well as the current State Housing Element Guidelines.

This needs assessment updates and expands the original regional housing plan and assessment of need completed in 1975. The following elements make up the needs assessment: (1) an assessment of current housing demand; (2) an estimate of housing supply as of January 1978: (3) an estimate of present housing need; and (4) a Fair Share allocation of housing needs based on projected employment.

The original needs assessment was based almost entirely on data from the 1970 Census of Population and Housing. Because of major socioeconomic changes, and population growth and shifts that have occurred in the region during the last seven years, 1970 Census data is no longer adequate to assess current housing need in the region. New data has been generated.

Using the 1975 Model as a basic framework, all data was updated to January 1, 1978. The methodology used in updating and the sources of data are described for each data element. Where possible, the same sources and a uniform methodology for each data element were utilized for all the jurisdictions. While good local data was available in some cases for a few jurisdictions, regionally-derived data was used instead to obtain estimates for all the jurisdictions. Local data was used only to supplement regional estimates in the case of missing data or contradictory information. It should be noted that estimates are generally conservative or represent the minimum unless otherwise noted.

Data was aggregated at several geographical levels. First, data was provided for the six counties that constitute the SCAG region. In addition, all the municipalities in the SCAG region, and the larger unincorporated areas were further broken down to geographical sub-units or market areas. Los Angeles City was broken into 15 areas.

THE MARKET MODEL APPROACH.

This needs assessment uses a quantitative approach to statistically recreate elements of the housing market. The intent is to quantify a socially-derived definition of housing need. While all of the various methodologies in this assessment may at times seem complex or abstract, they were necessary to derive information useful for regional housing planning. The end goal is a "reasonable" approximation of need -- or the propensity of households to apply for subsidized housing -- in each jurisdiction. In short, the model presents a "snapshot" of the housing market in each community at a point in time.

While it is readily admitted that an actual survey of the local population producing current, consistent and accurate cross-tabulated data would be preferable to the methodology employed, the cost of undertaking a comprehensive survey is prohibitive and is usually reserved for the Census Bureau. A secondary approach often utilized locally is to update the 1970 Census data information using various methodologies. The basic weakness of this approach is the lack of current data employed in the updating process. In a region experiencing vast growth and economic changes, the validity of this method becomes suspect.

The approach employed in this update represents an amalgam of both approaches mentioned above. Wherever possible, actual measurements from primary data describing the housing market were employed. Secondarily, actual measurements were used to estimate certain market elements. Where actual measurements were not available, the 1970 Census data was updated using economic estimating procedures.

In this housing needs analysis, "need" is defined as the difference between "demand" and "supply". "Demand" is a market or economic concept that describes the number of households willing and able to pay a given market price for housing. "Supply" is the number of units actually available at the given market price or at various price ranges. "Need" is further defined as the number of households that are unable to obtain housing at a total monthly cost of no more than 25 percent of their gross household income*.

It is important to note that this model of need does not deal exclusively with the housing need of very-low and low-income households. According to HUD guidelines, those households with incomes below 50% and 80% of the region's median household income, respectively, are designated as "low-income" and "moderate-income" ** households. This needs assessment provides demand, supply

---

* 30% of income for middle and upper income groups

** Hereafter, the term "lower-income" households will be used to encompass both "low" and "moderate" income households. "Low-income" households are those with annual incomes of $0-8,000, and "moderate-income" households are those with incomes in the $8,000-16,000 range.

and need information for the entire housing market, that is, all income, housing value and housing rental ranges.

The total housing market approach has several advantages. First, it allows examination of where (at which price ranges or income levels), and to what extent imbalances between demand and supply occur. Second, a comprehensive housing market analysis can more easily be coordinated with other regional plans. Finally, the complete housing market approach also emphasizes the interdependence of the individual income classes within the housing market and how this affects the type and amount of actual housing demand.

I. ITEMS PENDING

Following is a list of projects which have recently been submitted to SCAG for areawide clearinghouse review. Review of these projects for consistency with adopted SCAG policies, goals, and plans has not yet been completed by SCAG staff.

Casitas Municipal Water District — 8172-LP
Feasibility Study for the Importation of State Project Water

Santa Ana Mountains County Water District — OR-1028-RS
Water Systems Improvements
$410,000 (grant request)

Department of the Air Force — MC-7906-DF
Notice of Initiation of Detailed Study on Proposed Closing of
Los Angeles Air Force Station

Ventura Regional County Sanitation District — VE-8452-WP
Saticoy Sanitary District

Petfinders, Inc. — LA-8556-AG
Project Pet, Title III
$786,413 (total amount) / $786,413 (grant request)

Solarcal — MC-8569-EC
Solar Water Heating Demonstration Project
$347,528 / $190,070

County of Orange — OR-8772-LP
General Plan Amendment 78-2--Item 16--Coal Canyon Property Development

State of California Business and Transportation Agency — MC-8783-CAL
Annual Highway Safety Work Program, 1978-79

City of Los Angeles
Section 8 Housing for the Elderly
Eight Projects - CA16 - 0043

LA-8701-H
LA-8793-H
LA-8794-H
LA-8787-H
LA-8788-H
LA-8789-H
LA-8791-H
LA-8792-H
LA-8737-H

II. FEDERAL AND STATE GRANT PROGRAMS

The following grant applications, if funded, will implement projects in our region that appear to be consistent with adopted regional plans, policies, and programs. Comments reflect this consistency, suggest areas for further coordination, and provide technical information, where appropriate. The proposals have been signed off and are to be submitted by local agencies to various federal and state agencies for funding. All grant requests are included in Section II except housing, which is covered in Section VI of this attachment.

A. Coastal Management - DOC

The following requests are for Coastal Plan Program funds to support development or implementation of coastal management programs.

MULTI-COUNTY

California Coastal Commission — MC-8694-SP
Costal Zone Management Program Administration
$75,480 / $75,480

A. Coastal Management - DOC (cont'd)

LOS ANGELES COUNTY

State Coastal Conservancy — LA-8635-SP
Santa Catalina Island Resources Management Plan
$75,000 / $75,000

California State Coastal Conservancy — LA-8741-SP
Restoration Plan for Seal Beach Acquisition Project
$48,370 / $45,920

California State Coastal Conservancy — LA-8742-SP
Seal Beach Land Acquisition Project
$1,500,000 / $1,500,000

Port of Los Angeles — LA-8757-SP
San Pedro Bay Tanker Operations Air Quality Mitigation Project
$15,000,000 / $15,000,000

ORANGE COUNTY

County of Orange — OR-8697-SP
Work Program for Orange County's Local Coastal Program
$504,808 / $504,808

VENTURA COUNTY

County of Ventura Environmental Resource Agency — VE-8740-SP
Local Coastal Program Work Program and Request for Financial Assistance
$77,943 / $77,943

B. Water Pollution Control - EPA/DOC

The Environmental Protection Agency provides funds for the state water quality program. The following request is to provide funds for the administration of local clean water programs.

MULTI-COUNTY

State Water Resources Control Board — MC-8645A-WP
Administration of the Clean Water Grants Program
$7,951,200 / $7,951,200

C. Economic Development Assistance - EDA/DOC, HUD

The Economic Development Administration funds public works improvements which encourage long-term economic growth. Planning funds are available for comprehensive economic planning in designated community development areas. HUD also provides planning assistance for economic development planning.

IMPERIAL COUNTY

City of El Centro — IM-8760-PA
Economic Development Master Plan
$24,000 / $16,000

LOS ANGELES COUNTY

City of Redondo Beach — LA-8755-EC
Beryl Street/Pacific Coast Highway Storm Drain Project
$1,320,000 / $700,000

The East Los Angeles Community Union — LA-8761-EC
Greater East Los Angeles Economic Planning Grant
$100,000 / $75,000

D. Manpower - DOL

The Department of Labor funds employment, training and support activities under CETA, for unemployed and disadvantaged adults and youths.

MULTI-COUNTY

Center for Employment Training for the Central Coast Counties — MC-8800-WP
Farmworkers Electronics Project
$750,000 $750,000

D. Manpower - DOL (cont'd)

MULTI-COUNTY

Asociacion Nacional Por Personas Mayores — MC-8734-MP
Senior Community Employment Program
$1,595,000 / $1,305,000

LOS ANGELES COUNTY

City of Los Angeles — LA-8630-MP
CETA - Title I - Private Sector Initiative Program II
$25,000 / $25,000

City of Los Angeles — LA-8631-MP
CETA - Title III - Skill Training Improvement Program
$4,140,124 / $4,140,124

City of Los Angeles — LA-8707-MP
CETA - Title III - Summer Program for Economically Disadvantaged Youth
$1,043,395 / $1,043,395

City of Torrance — LA-8610-MP
CETA - Title I
Funding amount undetermined.

City of Glendale — LA-8752-MP
CETA - Title III - Summer Program for Economically Disadvantaged Youth
$27,530 / $27,530

City of Pasadena — LA-8815-MP
CETA - Title I
Funding amount undetermined.

ORANGE COUNTY

Orange County Manpower Commission Consortium — OR-8604-MP
CETA - Title III - Skill Training Improvement Program
$2,270,000 / $2,270,000

E. Airports, and Highways - DOT

The following applications to the Department of Transportation are for aid to highways and aid to airports. All projects below other than airports are required to be included in the Transportation Improvement Program (TIP).

LOS ANGELES COUNTY

City of Long Beach — LA-8749-AP
Long Beach Airport General Improvement Project
$2,861,250 / $2,575,125

City of Los Angeles — LA-8717-AH
Hollywood Boulevard Road Construction Project
$445,800 / $370,000

SAN BERNARDINO COUNTY

California Department of Transportation - District 08 — SB-8750-AH
Construct Railroad Separations
$2,630,000 / $2,104,000

County of San Bernardino — SB-8813-AH
California Street Widening
$328,500 / $238,625

F. Land and Water Conservation Funds for Outdoor Recreation - DOI/BOR

The Bureau of Outdoor Recreation funds projects for land acquisition, development and planning for outdoor purposes.

MULTI-COUNTY

City of Brea — MC-8739-LW
Acquisition of 1100 Acres
$549,000 / $274,500

LOS ANGELES COUNTY

City of Cerritos — LA-8342-LW
Cerritos Park East Development - Phase II
$1,000,000 / $500,000

City of Cerritos — LA-8343-LW
Liberty Park Development - Phase II
$90,000 / $45,000

City of Claremont — LA-8646-LW
Open Space and Park Acquisition
$340,000 / $170,000

City of Los Angeles — LA-8656-LW
Fresno Recreation Center Rehabilitation
$116,000 / $58,000

City of Torrance — LA-8712-LW
Columbia Park Development - Phase 2
$830,408 / $415,204

City of Torrance — LA-8711-LW
Charles H. Wilson Park Development - Phases 2 and 3
$1,400,000 / $700,000

City of Sierra Madre — LA-8753-LW
Mount Wilson Trail Park Development
$43,500 / $32,625

ORANGE COUNTY

City of Anaheim — OR-8654-LW
John Marshall Park Expansion Development
$500,000 / $250,000

City of Santa Ana — OR-8809-LW
Birch Park Improvement Project
$400,000 / $200,000

City of Orange — OR-8821-LW
El Camino Real Park Development
$350,000 / $175,000

VENTURA COUNTY

Conejo Recreation and Park District — VE-8669-LW
Arboles Playfield Development
$300,000 / $150,000

Conejo Recreation and Park District — VE-8685-LW
Triunfo Community Park
$404,928 / $207,464

Conejo Recreation and Park District — VE-8686-LW
Stagecoach Inn Park Development
$250,000 / $125,000

Conejo Recreation and Park District — VE-8687-LW
Newbury Playfield
$300,000 / $150,000

F. Land and Water Conservation Funds for Outdoor Recreation - DOI/BOR (cont'd)

VENTURA COUNTY (cont'd)

Rancho Simi Recreation & Park District — VE-8784-LW
Civic Center Community Park Site Development
$300,000 / $150,000

City of San Buenaventura — VE-8608-LW
Community Recreation Garden Site Development
$4,000 / $2,000

G. Crime Prevention Programs - LEAA/OCJP

The Law Enforcement Assistance Administration funds regional criminal justice planning activities, which are coordinated with SCAG through Memorandums of Agreement. The LEAA also funds community crime prevention activities.

LOS ANGELES COUNTY

City of Hawiian Gardens — LA-8643-CJ
Diversion Evaluation Coordinator
$37,128 / $34,062

City of Los Angeles — LA-8693-CJ
Youth Advocacy and Participation Project
$493,425 / $493,425

City of Los Angeles — LA-8798-CJ
Mini-Block Multi-Year Comprehensive Criminal Justice Plan
$317,778 / $286,000 / $15,889 (State)

Los Angeles Regional Criminal Justice Planning Board — LA-8823-CJ
1978-1979 Regional Planning Grant
$314,678 / $259,339

ORANGE COUNTY

Child or Parental Emergency Services, Inc. (COPES) — OR-8801-CJ
Child Abuse Care Center

SAN BERNARDINO COUNTY

County of San Bernardino — SB-8657-CJ
San Bernardino County Regional Planning Board
$152,566 / $139,378

City of Chino — SB-8722-CJ
Corrections/Prosecution Program
$55,556 / $50,000 / $2,778 (State)

VENTURA COUNTY

Ventura Region Criminal Justice Planning Board — VE-8655-CJ
Criminal Justice Planning
$106,000 / $97,500

H. Health Projects - VA, HEW

The Veterans Administration funds projects for physician training in veterans hospitals. The Public Health Service in the Department of Health, Education and Welfare funds projects to provide planning for community health clinics in urban areas, and health services and staffing for community health clinics and special health programs.

MULTI-COUNTY

The University of California, Irvine and Long Beach Veterans' Hospital — MC-8661-HS
Education Augmentation Grant
$1,366,910 / $1,366,910

Straight Talk Clinic, Inc. — MC-8758-HS
Counseling & Training Center for Handicapped (CATCH)
$48,029 / $43,226

H. Health Projects - VA, HEW (cont'd)

LOS ANGELES COUNTY

City of Compton — LA-8813-HS
Urban Health Initiative Grant

Charles R. Drew Postgraduate Medical School — LA-8814-HS
Urban Health Initiative Grant

Los Angeles Regional Family Planning Council — LA-8817-HS
Family Planning Project
$13,483,860 / $3,213,000

Kedren Community Health Center, Inc. — LA-8743-HS
Financial Distress Grant
$423,692 / $484,415 / $604,536 (State)

Kedren Community Health Center, Inc. — LA-8744-HS
Consultation and Education Program
$237,023 / $129,375

ORANGE COUNTY

County of Orange — OR-8820-HS
Orange County Family Planning Services Program
$1,190,597 / $628,928 / $383,000 (State)

VENTURA COUNTY

County of Ventura — VE-8719-HS
Simi-Conejo Community Mental Health Center for Children and Youth
$401,552 / $93,555 / $203,608 (State)

I. Community Action and Domestic Volunteer Service Act - ACTION, CSA

ACTION funds volunteer service programs to develop a variety of volunteer opportunities in communities. The Community Services Administration funds anti-poverty programs, energy conservation projects, community food and nutrition projects, consumer education, community development and citizen participation activities.

Los Angeles Voluntary Action Center — LA-8692-SP
Retired Senior Volunteer Program
$78,598 / $51,685

South Bay Action for Older Citizens, Inc. — LA-8671-SP
Housing Demonstration Project for Senior Citizens - RSVP
$8,428 / $6,500

Pepperdine University — LA-8518-SP
Foster Grandparent Program
$323,154 / $277,120

City of Los Angeles — LA-8799-SP
Retired Senior Volunteer Program
$94,649 / $48,100

RIVERSIDE COUNTY

City of Desert Hot Springs — RI-8667-SP
Retired Senior Volunteer Program-Coachella Valley
$81,461 / $30,471

VENTURA COUNTY

City of Oxnard — VE-8714-SP
Oxnard-Port Hueneme Retired Senior Volunteer Program
$1,838 / $461

MULTI-COUNTY

Public Health Foundation of Los Angeles County — MC-8696-CA
Improving Nutrition and Health for Women, Infants and Children
$162,705 / $162,705

I. Community Action and Domestic Volunteer Service Act - ACTION, CSA (cont'd)

MULTI-COUNTY (cont'd)

Campesinos Unidos, Inc. MC-8666-CA
Farmworker Energy Conservation Program
$500,000 / $500,000

Commission on Human Concerns and Community Development MC-8802-CA
Nutrition Access Program - Ventura and San Bernardino Counties
$319,901 / $319,901

LOS ANGELES COUNTY

Agency Publication and Information Clearinghouse LA-7592-CA
Consumer Action Project - Carson, Compton and Lynwood
$67,340 / $40,404

Community Development Center, Inc. LA-8648-CA
Limited Purpose Agency Community Action Program - Carson/Dominguez Area
$399,797 / $214,777

Pasadena Community Services Commission, Inc. LA-8703-CA
Citizen Participation Program
$25,000 / $25,000

Greater Los Angeles Community Action Agency LA-8723-CA
Community Food and Nutrition Program
$417,756 / $387,246

Freedom Now, Inc. LA-8699-CA
Education on Wheels Project - Nutrition and Food Cooperatives, Pasadena Area
$67,545 / 33,083

City of Long Beach LA-8690-CA
Community Food and Nutrition Program
$118,400 / $100,000

Pasadena Community Services Commission, Inc. LA-8341-CA
Community Food and Nutrition Program
$74,851 / $74,851

Greater Los Angeles Community Action Agency LA-8443-CA
Community Food and Nutrition Program
$336,000 / $336,000

Greater Los Angeles Community Action Agency LA-8444-CA
Energy Conservation/Emergency Energy Assistance Program
$394,385 / $394,385

Greater Los Angeles Community Action Agency LA-8445-CA
Special Youth Employment Program
$500,000 / $500,000

Los Angeles County Regional Human Services Agency LA-8754-CA
Southeast Community Assistance Program
$472,890 / $398,690

Los Angeles County Regional Human Services Agency LA-8763-CA
Southeast Nutrition Assistance Program
$84,623 / $81,023 / $3,600 (State)

Greater Los Angeles Community Action Agency LA-8831-CA
Bell Gardens Community Center/Food and Nutrition Program
$74,668 / $55,908

Greater Los Angeles Community Action Agency LA-8832-CA
Community Service Organization/Buyers Club - East Los Angeles
$28,183 / $28,183

Greater Los Angeles Community Action Agency LA-8833-CA
Neighborhood Adult Participation Project Food Action Team - South-Central Los Angeles
$108,041 / $108,041

Greater Los Angeles Community Action Agency LA-8834-CA
Mexican-Americans United for the Santa Clarita Valley, Inc./Food and Nutrition Program
$96,660 / $96,660

I. Community Action and Domestic Volunteer Services Act - ACTION, CSA (cont'd)

LOS ANGELES COUNTY (cont'd)

Greater Los Angeles Community Action Agency — LA-8835-CA
University of California, County Cooperative Extension-Los Angeles/FASST, Community Gardens
$142,254 / $98,454

ORANGE COUNTY

Orange County Community Development Council — OR-8735-CA
Staffing and Administration Grant Amendment
$292,486 / $292,486

RIVERSIDE COUNTY

University of California, Riverside — RI-8695-CA
Demonstration Center for Food Preservation
$74,062 / $74,062

SAN BERNARDINO COUNTY

San Bernardino West Side Community Development Corporation — SB-8691-CA
Concrete Products Manufacturing Plant - Resubmittal
$758,000 / $150,000 / $248,000 (State)

El Mercado del Barrio of San Bernardino County, Inc. — SB-8725-CA
Aztlan Community Food Bank
$155,894 / $128,134

County of San Bernardino — SB-8731-CA
Native American Citizen Participation
$25,000 / $25,000

County of San Bernardino — SB-8732-CA
Project Organize
$99,990 / $24,990

County of San Bernardino — SB-8715-CA
Casa Ramona Community Action Forum
$75,000 / $25,000

San Bernardino County Board of Supervisors Community Services Department — SB-8780-CA
Modification of Community Services Department Refunding Plan for 1977-78
$1,270,955 / $800,000

VENTURA COUNTY

Ventura County Commission — VE-8720-CA
Citizen Participation Program
$24,999 / $24,999

J. Housing and Community Development - HUD

The Department of Housing and Urban Development provides discretionary funds for community development. The second application is for discretionary funds for an Urban Development Action Grant to revitalize city business districts and declining neighborhoods throughout Riverside County.

RIVERSIDE COUNTY

City of Riverside — RI-8710-HCD
Downtown Redevelopment, Borst Project
$323,000 / $323,000

County of Riverside — RI-8658-HCD
Countywide UDAG Program - Preapplication
$41,300,700 / $6,275,000

K. Programs for the Aging - HEW

The State Office on Aging disburses funds from the Office of Human Development for Title V, senior centers, and Title III, special services and model projects for the elderly.

LOS ANGELES COUNTY

Chinese Community on Aging of Los Angeles, Inc. LA-8796-HD
Project Link, Title III
$114,218 / $104,158

Japanese Community Pioneer Center LA-8807-HD
Bilingual Volunteer Escort Project, Title III
$140,670 / $89,980

Jewish Federation-Council LA-8810-HD
Impact of Proposition 13 on Services to the Elderly Study, Title III
$140,000 / $140,000

Bell Gardens Community Center, Inc. LA-8756-HD
Support Services for Helping Networks for the Frail Elderly, Title III
$88,564 / $88,564

ORANGE COUNTY

City of Newport Beach OR-8698-AG
Oasis Senior Center Renovation, Title V
$12,160 / $9,120

RIVERSIDE COUNTY

County of Riverside RI-8828-EP
Congregate Living for Seniors Project, Title III
$100,000 / $90,000

L. Educational and Family Assistance Programs - HEW

The Office of Human Development, Department of Health, Education and Welfare, funds programs to train staff who work with mentally retarded adults, Head Start preschool programs for disadvantaged children,and prevention programs for language and vocational training to assist Indochinese refugees.

MULTI-COUNTY

ACCESS MC-8702-FA
Mental Health Project for Indochinese Refugees
$284,208 / $284,208

The University of California, Neuropsychiatric Institute MC-8625-HD
Demonstration Project: Staff Training for Mentally Retarded
$75,958 / $68,362

LOS ANGELES COUNTY

Pasadena Community Services Commission, Inc. LA-8664-HD
Head Start Program
$48,011 / $38,409

Special Service For Groups, Inc. LA-8704-FA
Indochinese Mental Health Training Program
$396,501 / $396,501

Los Angeles Unified School District LA-8713-FA
Indochinese Mental Health Training Program
$250,000 / $250,000

Vietnam Home, Inc. LA-8738-FA
Mental Health Services for Refugees
$38,400 / $38,400

Los Angeles Unified School District LA-8761-FA
Indochinese Occupational Project
$320,000 / $320,000

L. Educational and Family Assistance Programs - HEW (cont'd)

ORANGE COUNTY

Pacific Asian American Center — OR-8700-FA
Indochinese Mental Health Training Program
$92,477 / $92,477

County of Orange — OR-8680-FA
Indochinese Mental Health Training Program
$306,783 / $306,783

North Orange County YMCA — OR-8645-HD
Child Abuse Project
$91,275 / $91,175

M. Tourism - DOC

The U. S. Travel Service funds projects to provide services to foreign visitors to the United States.

LOS ANGELES COUNTY

American Youth Hostels, Inc. — LA-8724-SP
San Pedro Youth Hostel
$20,000 / $10,000

ORANGE COUNTY

American Student Hostels — OR-8797- SP
Travel Promotional Project
$20,000 / $10,000

III. DIRECT FEDERAL ACTIVITIES

The following federal proposals have not generated local comments. Staff comments have noted consistency with adopted plans and policies, when appropriate.

LOS ANGELES COUNTY

U. S. General Services Administration — LA-8811-DF
Central Los Angeles Parking Facility Construction

ORANGE COUNTY

U. S. Postal Service — OR-7680-DF
Fountain Valley Branch Postal Facility

VENTURA COUNTY

U. S. Postal Service — VE-8697-DF
Simi Valley Postal Facility

IV. CALIFORNIA FUNDED AND CALIFORNIA-SPONSORED PROJECTS

The following California funded projects and state plans have been afforded areawide notification and review for consistency with regional plans and policies.

MULTI-COUNTY

State of California, Employment Development Department — MC-8786-CAL
Employment Development Program and Budget Plan, 1978-79

State of California, Department of Education — MC-8782-CAL
First Annual State Plan for Management of the Nutrition Education and Training Program

IV. CALIFORNIA FUNDED AND CALIFORNIA-SPONSORED PROJECTS (cont'd)

IMPERIAL COUNTY

City of Holtville — IM-8627-CAL
Demolition and Replacement of Dressing/Restroom at City Swimming Pool-SB 174
$49,680

City of Holtville — IM-8628-CAL
Construction Project - Tennis Courts - SB 174
$59,800 / $44,850 (State)

City of Holtville — IM-8626-CAL
Acquisition of the Holtville Baseball Training Complex - SB 174
$150,000 / $37,500 (State)

City of Holtville — IM-8629-CAL
Construction of Handball/Racquet Ball Courts - SB 174
$28,000 / $21,000 (State)

LOS ANGELES COUNTY

City of Lawndale — LA-8721-B
Rogers/Anderson Park Development - State Bonds
$73,796 / $73,796 (State)

County of Los Angeles — LA-8745-CAL
John Anson Ford Cultural Arts Theater Development - SB 174
$926,673 / $276,673 (State)

County of Los Angeles — LA-8746-CAL
Will Rogers County Park Development - SB 174
$119,800 / $89,350 (State)

County of Los Angeles — LA-8747-CAL
Mount Lowe County Park Development - SB 174
$681,350/ $251,305 (State)

County of Los Angeles — LA-8748-CAL
Walnut Creek Park Acquisition - SB 174
$207,000 / $103,000 (State)

SAN BERNARDINO COUNTY

City of Redlands — SB-8718-CAL
Irrigation System and Turfing of School Parks at Crafton and Kimberly Schools - SB 174
$60,000 / $14,871 (State)

V. ENVIRONMENTAL DOCUMENTS

The following environmental documents (environmental impact reports and negative declarations) have been prepared pursuant to the California Environmental Quality Act and submitted to SCAG as required by the state or on a voluntary basis. Where noted with an asterisk (*), comments have been sent to the applicant regarding the project's consistency with areawide planning. Local plans are also included in this section.

IMPERIAL COUNTY

American Copper and Nickel Co., Inc. — IM-8653-ED
Proposed Prospecting Permit for Uranium Ore

LOS ANGELES COUNTY

Maywood Redevelopment Agency — LA-8623-ED
Maywood Westside Redevelopment Project

City of Pico Rivera — LA-8660-ED
Whittier Boulevard Shopping Center and Mobile Home Site

California State University, Los Angeles Campus — LA-8665-ED
Child Development Center Construction

City of Bell — LA-8812-ED
Bell Federal Service Center Surplus Property Development (Shell Supply Depot)

Port of Long Beach — LA-8484-ED
Final Port Master Plan

V. ENVIRONMENTAL DOCUMENTS (cont'd)

LOS ANGELES COUNTY

Whittier Redevelopment Agency — LA-8770-ED
Whittier Boulevard Redevelopment Project

California State Department of Parks and Recreation — LA-8777-ED
Claretville Acquisition Project*

City of Hawaiian Gardens — LA-8806-ED
Sports Facility Development

City of Los Angeles — LA-8771-LP
Pacoima Comprehensive Community Development Program*

ORANGE COUNTY

County of Orange — OR-8776-LP
General Plan Amendment 78-2--Item 6 - Coto de Caza Valley*

County of Orange — OR-8816-LP
General Plan Amendment--Item 13-Foothill/Trabuco Plan*

City of Anaheim — OR-8733-ED
Bauer Ranch General Plan of Development*

California State Department of Parks and Recreation — OR-8778-ED
Dana Point Palisades Acquisition Project - Doheny State Beach

County of Orange — OR-8779-ED
Williams Canyon Zone Change Application*

City of San Clemente — OR-8781-ED
Cyprus West -- Area Two -- Elmore Ranch Residential Development

California State Department of Parks and Recreation — OR-8785-ED
Air Race Special Use Permit

County of Orange — OR-8766-LP
General Plan Amendment 78-2--Item 7--Santiago Ventura Area Residential Development*

County of Orange — OR-8767-LP
General Plan Amendment 78-2--Item 8--Kiitos Property Residential Development*

County of Orange — OR-8768-LP
General Plan Amendment--Item 9--Escape Country Development*

County of Orange — OR-8769-LP
General Plan Amendment 78-2--Item 12--Jackson Ranch Residential Development*

County of Orange — OR-8774-LP
General Plan Amendment 78-2--Item 11-Lake Hills Community Church Property Development*

County of Orange — OR-8775-LP
General Plan Amendment 78-2--Item 1--Avco Coast*

RIVERSIDE COUNTY

City of Palm Springs — RI-8340-ED
Localizer/DME Project, Initial Study

Riverside County Planning Department — RI-8707-ED
Edgemont-Sunnymead Special Area, EIR 59, Sup. 3

Riverside County Planning Department — RI-8708-ED
Residential Subdivision - Tract 11901, EIR

V. ENVIRONMENTAL DOCUMENTS (cont'd)

RIVERSIDE COUNTY (cont'd)

Riverside County Planning Department — RI-8709-ED
Mockingbird Canyon Subdivision Specific Plan

City of Riverside Redevelopment Agency — RI-8649-ED
Arlington Center Redevelopment Project

Bureau of Land Management — RI-8808-ED
Palo Verde-Devers 500 KV Transmission Line*

SAN BERNARDINO COUNTY

City of Los Angeles Department of Airports — SB-8730-ED
Ontario International Airport Development Program*

Chino Basin Municipal Water District — SB-8773-ED
Packaged Secondary Wastewater Treatment Plant Installation*

California State University and Colleges — SB-8736-ED
Parking Lot for California State College, San Bernardino

VENTURA COUNTY

City of Oxnard — VE-8600-ED
Annexation and Zone Change for Residential Development

VI. HOUSING PROJECTS - HUD, DOA,VA

The following housing projects have been submitted for review prior to their consideration by the Department of Housing and Urban Development for public housing grants, and housing for the elderly under Section 202 and Section 8. Also included are applications for mortgage insurance from the Federal Housing Administration (F), loan guarantees from the Veterans Administration (V), and loans from the Farmers Home Administration (FmHA).

LOS ANGELES COUNTY

City of Claremont — LA-8737-H
Crowell/Leventhal, Inc. (F)
$65.000 - $100,000

City of Los Angeles (Sylmar Area) — LA-8759-H
Lesny Development Company (F)
$60,000 - $70,000

City of Pomona — LA-8762-H
Kent Land Company (F)
$65,000 - $75,000

City of Lancaster — LA-8803-H
L. W. Dwiggins, Jr. (F)
$47,500 - $54,000

City of Glendora — LA-3823-H
Ronald Levine, Individual (F)
$71,000 / $77,900

VI. HOUSING PROJECTS - HUD, DCA,VA (cont'd)

ORANGE COUNTY

City of Stanton — OR-8679-H
Stanton Park Apartments (8)
Rent: $462 - $636

City of Orange — OR-8680-H
El Modena Gardens (8)
Rent: $412 - $609

City of Santa Ana — OR-8681-H
Santa Ana Intown Apartments (8)
Rent: $411 - $589

City of Huntington Beach — OR-8682-H
Surfside Villas (8)
Rent: $439 - $609

County of Orange (Aliso Ranch area) — OR-8693-H
Rancho Aliso (8)
Rent: $439 - $604

RIVERSIDE COUNTY

City of Banning — RI-8676-H
Hunsaker (F)
$41,000 - $44,000

City of Indio — RI-8724-H
S & J Management (F)
$58,000 - $65,000

City of Desert Hot Springs — RI-8727-H
Shanahan Homes
$33,000 - $38,000

County of Riverside (Pedley area) — RI-8728-H
Sierra Vista Development (F)
$65,000 - $75,000

City of Indio — RI-8729-H
Lewis Homes of California (F)
$55,000 - $75,000

Desert Hot Springs — RI-8651-H
Casa Del Sol (FmHA)
Rental range not determined.

City of Indio — RI-8538-H
Regent International (V)
$59,950 - $68,950

County of Riverside (Sunnymead area) — RI-8765-H
Tiffany Properties, Inc. (V)
$70,000 - $90,000

II. HOUSING PROJECTS - HUD, DOA, VA (cont'd)

SAN BERNARDINO COUNTY

County of San Bernardino (Grand Terrace area) Newport Equities Trust (F) $50,000 - $70,000	SB-8673-H
County of San Bernardino (Grand Terrace area) Betty Johnson (F) $50,000 - $70,000	SB-8674-H
City of Redlands WJE Corporation (F) $45,000 - $55,000	SB-8675-H
City of Fontana Hyatt Development Corporation (F) $40,000 - $50,000	SB-8677-H
City of Ontario Citation Homes (F) $58,000 - $70,000	SB-8671-H
County of San Bernardino (Grand Terrace area) Constructech Corporation (F) $55,000 - $75,000	SB-8678-H
City of Fontana Mesa Manor (F) $58,000 - $65,000	SB-8731-H
City of Redlands University Village #2 (F) $45,000 - $53,000	SB-8764-H

VENTURA COUNTY

City of San Buenaventura Public Housing	VE-8795-H

A0322

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

NO. 154

EXECUTIVE COMMITTEE MEETING
Thursday, October 5, 1978
9:30 A.M.

Windsor Room
The Queen Mary
Long Beach, California

AGENDA

1. ROLL CALL AND INTRODUCTIONS — VICE MAYOR JAMES WILSON

2. PRESIDENT'S REPORT — VICE MAYOR JAMES WILSON

   A. Appointments to the Orange County Coordinating Committee

   B. Recommendations for the State Department of Transportation Advisory Committee

   C. Briefing of NARC Meetings

3. EXECUTIVE DIRECTOR'S REPORT — MARK PISANO

   A. Status Report of SCAG Involvement in Regional Transit Development Program

   B. ACIR Implementation Task Force — *ATTACHMENT #3-B*

   C. OWP Status Report

4. STATUS REPORT FROM AVIATION WORK PROGRAM COMMITTEE — MAYOR PRO TEM HENRY WEDAA
   INFORMATION
   5 MINUTES

5. TRANSPORTATION AND UTILITIES COMMITTEE

A. 1978 Regional Transportation Plan and Environmental Impact Report

MIKE ZDON
ACTION
15 MINUTES
ATTACHMENT #5-A

At the September meeting, the Executive Committee approved the significant changes to the RTP/EIR identified in the packet as Table 1. The Committee also reviewed Addenda 1 and 2.

Presented for review and action today is a third addendum and three proposed highway policies. The addendum responds to all letters received after the close of the public review period of July 31. TUC recommends approval of the highway policies. The Transportation and Utilities Committee recommends adoption of the 1978 RTP and Certification of Completion of the EIR with changes as reflected in Addenda 1, 2, and 3, and adoption of the additional highway policies.

B. Unmet Transit Needs

RON COLE
ACTION
10 MINUTES
ATTACHMENT #5-B

Before SCAG may allocate TDS funds for non-transit purposes, a finding that there are no unmet transit needs which could reasonably be met by expenditure of TDA funds must be made (for the jurisdiction). Findings for Los Angeles County, outside SCRTD boundaries, have been developed by a Public Hearing Board and adopted by Los Angeles County Transportation Commission as presented in the attachment. Staff has prepared a response to these actions. Copies of the complete record of testimony will be available at the meeting.

It is recommended that the Executive Committee adopt staff findings on unmet transit needs in Los Angeles County per the attachment.

6. STATUS OF THE AIR QUALITY, "208" WATER QUALITY, TRANSPORTATION, AND GROWTH FORECAST PLANS AND THE UPCOMING PLAN ADOPTION PROCESS.

BART MEAYS and FRANK HOTCHKISS
ACTION
20 MINUTES
ATTACHMENT #6

7. ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION COMMITTEE AND TRANSPORTATION AND UTILITIES COMMITTEE

A. Report on the Recommendations in the Draft Air Quality Maintenance Plan Including the State Implementation Plan Amendments

MARK PISANO
ACTION
30 MINUTES

8. ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION COMMITTEE

A. Approval of Responses to Orange County Division of League of Cities Question on AQMP Review, Approval, and Adoption

MAYOR PRO TEM ELEANOR COHEN
ACTION
20 MINUTES
ATTACHMENT #8-A

B. Recommendations on the SCAG/Regional Water Quality Control Boards Joint Work Plan for Continuing "208" Planning.

MAYOR PRO TEM ELEANOR COHEN
ROGER RIGA
ACTION
15 MINUTES
ATTACHMENT #8-B

9. GRANT REVIEWS

A. State Water Resources Control Board Water Pollution Control Grant Application

LESLIE KASH
ACTION
5 MINUTES
ATTACHMENT #9-A

10. ENERGY SHORTAGE CONTINGENCY PLANNING

BRIAN FARRIS
INFORMATION
10 MINUTES
ATTACHMENT #10

11. CONSENT CALENDAR

A. Authorization to Enter Into Necessary Contracts To Prepare AQMP Slide Show

ACTION

This slide show will be utilized in explaining the Air Quality Maintenance Plan and the maximum amount of the contracts to prepare the slide show will be no more than $5,700.

B. Approval of Transportation Development Act Claims

ACTION
ATTACHMENT #11-B

TDA claims consistent with the FY 1979 Transportation Improvement Program (TIP) are presented in the attachment and are recommended for approval.

C. Authorization to Contract with State Controller to Conduct an Audit of Non-Transit TDA Claims

ACTION
ATTACHMENT #11-C

An annual audit of TDA Articles 3 and 8 non-transit claims is a program requirement. Last year, the State Controller performed the audits at a cost of approximately $32,000. A Summary Report on the FY 1977 audits is presented in the attachment. It is recommended that a similar procedure be used for FY 1978 audits and the Executive Committee authorize a contract with the State Controller, not to exceed $40,000. Funds are available within the approved OWP.

D. Approval of Short Range Transit Plan Guidelines

ACTION
SUPPLEMENTAL ATTACHMENT #11-D

Guidelines for preparation of local Short Range Transit Plans have been developed cooperatively by SCAG, the Commissions, IVAG, VCAG, and the Transit Operators. Approval is recommended.

E. Authorization to Recommend Amendments to Federal Aviation Legislation

ACTION
ATTACHMENT #11-E

Current law provides that no more than 10 percent of Federal Airport and Airway Development Act planning funds available during any fiscal year may be allocated for projects within a single state. The Transportation Committee recommends that this provision of the federal law be changed to permit more than 10 percent of the funds to be granted to a single state. Approval of the attached Resolution is recommended.

F. Approval for President to Convene Joint CTC/SCAG/Caltrans Semi-Annual Meeting

ACTION
ATTACHMENT #11-F

State law requires that a meeting between the County Transportation Commissions, SCAG, and Caltrans be convened on a semi-annual basis to discuss several transportation issues in which each agency has an interest. Approval for the SCAG President to convene the meeting, invite IVAG and VCAG to participate, and appoint SCAG representatives is requested.

G. Approval of SCAG Participation in the South West Regional Border Commission Economic Development Planning Program

ACTION
ATTACHMENT #11-G

It is recommended that the Executive Committee authorize the Executive Director to execute an agreement with the South West Regional Border Commission to participate in the Commission's economic development planning program.

H. Approval of Grant Reviews

ACTION/ATTACHMENT #11-H

I. Approval of Minutes for September 7, 1978 Executive Committee Meeting

ACTION
ATTACHMENT #11-I

12. REGIONAL HOUSING ALLOCATION MODEL (RHAM) REVISION - DRAFT PRESENTATION

FRED KAHANE and CHARLES TODD
10 MINUTES
ATTACHMENT #12

The RHAM, a regional assessment of housing needs, is in the process of being revised and updated to meet HUD requirements. The Model will be available to the Committee at the October 5 meeting. Staff will present an overview of the new methodology and provide a comparison of the new Model with the output of the previous Model, adopted by SCAG in April of 1977. (An overview of the Model is attached.)

13. LOS ANGELES/LONG BEACH URBANIZED AREA SECTION 5 ALLOCATION

JIM SIMS
ACTION
10 MINUTES
ATTACHMENT #13

At the August meeting the Transportation and Utilities Committee requested that each of the involved counties' transportation commissions (Orange, San Bernardino, and Los Angeles) appoint 2 representatives each to a special committee to develop a recommendation to the Executive Committee for the allocation of Section 5 funds to the three counties within the urbanized area.

It is recommended that the Executive Committee adopt the recommendation of the special Section 5 committee.

ACIR IMPLEMENTATION TASK FORCE

EXECUTIVE COMMITTEE ATTACHMENT #3-B
Thursday, October 5, 1978

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

MEMORANDUM

September 27, 1978

TO: Executive Committee

FROM: Mark Pisano MAP

SUBJECT: Advisory Commission on Intergovernmental Relations (ACIR)
Federal Assistance Monitoring Project

As you will recall I was asked by ACIR to serve on a special panel to review the progress of federal agencies in responding to the President's September, 1977 initiatives regarding Federal Aide Simplification. Several of those initiatives resulted from the work which you and the Task Force of Managers had completed on Red Tape Reduction. For your information, I have attached a copy of our Interim Report to the President which includes references to the previous SCAG work. While our findings to date certainly indicate that the federal agencies are a long way from effecting compliance with the President's directives, I am pleased to report that there has been some progress in responding to local governments needs. I will be attending the next ACIR session in late October and would appreciate receiving any comments which you may have on 1) the interim report and 2) additional issues which should be interjected into ACIR's deliberations.

There remain two key issues which will be addressed at the next meeting. Of particular concern to California local governments, given the passage of Prop. 13 and the direction which our state agencies appear to be taking, is the need for state agency adherence to simplied processes instituted by federal agencies. If local governments are to receive the benefits of federal simplications, then state agencies which serve as pass through agents must refrain from imposing additional or divergent procedural requirements. The second issue, cost reimbursement to local governments for compliance with newly imposed federal mandates, is also timely. An SB 90 provision or some similar approach to controlling the escalation of federally imposed local costs is essential to minimizing the imposition of unnecessary, burdensome, or costly requirements.

While affecting reform of the intergovernmental system is a slow process, the result of this work, coupled with the Post Commission's review of state-local relations may enable us to escalate the changes which are needed.

MAP:eh

Attachment

REGIONAL TRANSPORTATION PLAN
AND ENVIRONMENTAL IMPACT
REPORT

Executive Committee Attachment #5A
October 5, 1978

Memorandum

TO: Executive Committee

FROM: Transportation and Utilities Committee

SUBJECT: Recommendation Regarding the Regional Transportation Plan and Environmental Impact Report

---

Recommendation:

That the Executive Committee adopt the 1978 Regional Transportation Plan as released on May 1, 1978 with the changes reviewed by the Executive Committee at the September 7 meeting (Addenda 1, 2, and 3 (p 1-16), the addition of the three highway policies recommended for adoption by TUC, changes reflected on p 17-24 of Addendum 3, and certify completion of the Final Environmental Impact Report (EIR) per the attached resolution.

Background:

In late May and early June, workshops were held in each county to review the RTP/EIR. On June 22nd, a public hearing was held in Los Angeles County. During June, July, and August a subcommittee of TUC met to review workshop, public hearing and written comments.

At its August 17th meeting, TUC recommended that the Executive Committee accept the report and recommendations of the public hearing board, approve significant changes to the RTP/EIR, and review the addenda. The Executive Committee, at its September 5th meeting, concurred in TUC's recommendation.

Since that last Executive Committee meeting some additional pages to Addendum 3 have been completed incorporating late comments, (Attachment 5A1). TUC reviewed and approved responses to these late comments as well as recommended three additional highway policies (Attachment 5A2). All changes made to the addenda over the last two months have been summarized for the Executive Committee (in Attachment 5A3).

RESOLUTION ON ADOPTION OF THE

1978 REGIONAL TRANSPORTATION PLAN

WHEREAS, the United States Department of Transportation requirements mandate the development and maintenance of a comprehensive, multi-modal Regional Transportation Plan; and

WHEREAS, California Government Code Section 65080 et. seq. requires that "designated planning agencies shall prepare a regional transportation plan directed at the achievement of a coordinated and balanced regional transportation system including, but not limited to, mass transportation, highway, railroad, maritime and aviation facilities and services"; and

WHEREAS, the Southern California Association of Governments (SCAG) serves as the areawide planning agency for Southern California and has been duly designated under federal and state law as the agency responsible for regional transportation planning within its jurisdiction; and

WHEREAS, SCAG has worked concurrently with state, County Transportation Commissions, subregional agencies and local jurisdictions in the development of a continuing, cooperative, and comprehensive transportation planning process as required by federal and state mandates; and

WHEREAS, the California Department of Transportation and subregional agencies, including the Ventura County Association of Governments, the San Bernardino Associated Governments, the Imperial Valley Association of Governments, Riverside County, Orange County, Los Angeles County, Los Angeles City, the Southern California Rapid Transit District, the Orange County Transit District, and others, have prepared transportation plans or portions thereof;

NOW, THEREFORE, BE IT RESOLVED that the Executive Committee of the Southern California Association of Governments hereby adopts the 1978 Regional Transportation Plan, with the understanding that any necessary amendments to the Regional Transportation Plan and accompanying Environmental Impact Report will be made, with recognition of the following:

a) There exists the opportunity for annual modification or, more frequent as appropriate, additions to the Plan.

b) The planning process has led to strengths in dealing with transportation-related issues, bringing different groups together in the initial stages of the newly-developing process, collaborative development of an adopted short-range transportation strategy, and recognition of the concept of phased decision-making.

c) The planning process has produced issues that must be addressed in future updates of the Plan, including: establishment of a regionally-prioritized highway list, and revisions based on a completed AQMP, a completed Memorandum of Understanding (between SCAG and CTCs), a completed Regional Transit Development Program integration report, and a completed ridesharing plan.

d) Response to the requirements to Section 176 of the Clean Air Act as amended in 1977 and Section 109(j) of the Federal Highway Act to assess consistency of the Regional Transportation Plan with the State Implementation Plan for Air Quality will be made upon adoption of the amendments to the Regional Transportation Plan in January of 1979.

BE IT FURTHER RESOLVED that the Executive Committee of the Southern California Association of Governments hereby certifies the completion of the Environmental Impact Report for the 1978 Regional Transportation Plan pursuant to the California Environmental Quality Act of 1970, as amended, and its implementing guidelines, and declares that the Executive Committee has reviewed and considered the information contained therein prior to the approval of the 1978 Regional Transportation Plan; and

BE IT FURTHER RESOLVED that the President of the Southern California Association of Governments is authorized to transmit the 1978 Regional Transportation Plan to the State of California in accordance with the law.

Passed and adopted by the Executive Committee of SCAG at a regular meeting held this_____day of October 1978.

ATTEST:

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

MARK PISANO - Executive Director

JAMES WILSON - President

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
SCAT Letter 8/18/78	"As a long range policy adopt and support objectives intended to facilitate the transition to fully accessible public transportation services". -- SCAT supports this original DRTP wording and does not with it to modified.	5-9 #10	(See comment)	TUC at its 8/17/78 meeting recommended that the policy be changed to the following: Persons with development disabilities, the physically disabled and the elderly shall be provided a continuum of transportation services according to need and their degree of transportation disability. Adopt and support objectives intended to facilitate the transition to accessible public transportation services. In conversation with Peter Drake (8/20/78) and Bob Fornes (8/28/78) it was indicated the disagreement was with the rewording suggested by VCAG, which was: Revise language to read as a long range policy adopt and support objectives intended to provide equal accessibility to opportunities for the elderly and handicapped through fully accessible public transportation services. (VCAG's rewording to the original policy is underlined) The SCAT staff believes the TUC wording meets the concerns raised by the SCAT Board.
	SCAG defines groups requiring special transportation assistance to include the handicapped, elderly, those without auto availability, and those below the poverty level. --SCAT finds this definition to be adequate and does not wish it to expanded to include other groups--especially "children", as suggested by the "comment".	5-9 #13	(See comment)	VCAG recommended that for Policy #13 we add, "developmentally disabled and children". That policy originally read: SCAG shall use the following in defining groups requiring special transportation assistance: - the transportation handicapped (wheelchair users, semi-ambulatory persons, and the elderly) - lack of auto availability - persons at or below the poverly level as

ATTACHMENT #5-A.1

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
SCAT Letter 8/18/78				defined by the U.S. Census Bureau Our response in the Addendum was incorrectly typed. It should have read: "Recommend that developmentally disabled be added, but not children". Children are not generally perceived as being a strong "need" group requiring special transportation assistance. This puts the policy in conformance with the concern raised by SCAT.
	"SCAG will prepare a regional plan on elderly and handicapped policies, needs, and activities in conjunction with all interested parties in the region". --SCAT finds this statement satisfactory. The "comment" proposes to delete "all interested parties" and substitute "subregional agencies". This restricting of the lines of communication is entirely unnecessary.	6-7 #10	(See comment)	The original action here read; "SCAG will prepare a regional plan on elderly and handicapped policies, needs and activities in conjunction with all interested parties in the region". VCAG's comments were: "delete all interested parties- substitute subregional transportation planning agencies". Our response was: Disagree: All interested parties, including subregional agencies should be involved in plan preparation. Therefore, SCAG staff concurs with SCAT's position here. All interested parties should stay, and it is understood that this includes subregional agencies and transit operators.

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
SCAT Letter 8/18/78	"The CTC's and transit operators will prepare an annual Short Range Transit Plan and Transit TIP consistent with the RTP". --This is the correct procedure. However the "comment" is to delete "transit operators" and substitute "subregional agencies". Such usurption of local transit operator responsibility is opposed by SCAT. The SCAG Transit Advisory Committee, at their August meeting, rejected such a change and decided to maintain the existing DRTP language. This item is SCAT's primary concern: maintaining the role of local authority of transits' governing bodies in designing their own operational plans and budgets.	6-18 #13	(See comment)	The original policy read; "The CTC's and transit operators will prepare an annual Short-Range Transit Plan and Transit TIP consistent with the RTP". VCAG's comment was; "Delete transit operators, substitute sub-regional planning agencies. Delete RTP - substitute Subregional Transportation Plan". SCAG's recommendation was: a) add subregional planning agencies b) change RTP to- Regional and subregional transportation plan. Staff recommends that before any changes are made to this policy, the policy officials from both the VCAG Executive Committee and the SCAT Board should attempt to resolve the role and responsibilities of each agency in Transit planning.
	Rural Area Transit Guidelines "These particular guidelines require a great deal of staff work, not only by our subregional planning agency but rural cities (Fillmore, Ojai, Santa Paula), the County of Ventura, and the transit agencies serving the rural area.. It is requested that SCAG drop the guidelines section of the rural transit portion of the Regional Transportation Plan ..."	A-29	(See comment)	The rural guidelines should be dropped from the DRTP. TUC has previously requested that staff, working with TAC, do additional work on transit service policies before such policies are proposed for inclusion in the RTP.

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
RTD Letter 8/25/78 Marvin L. Holen	On page 6, in section 1.4.3, the text states that "a revised Memorandum of Understanding (MOU) has been implemented this year". It is our understanding that SCAG is now reviewing for possible adoption the contents of a tripartite agreement among itself, LACTC and the operators. Until that process is completed the statement may be inaccurate as applied to Los Angeles County operators. If such is the case, you may wish to modify this statement.	6 1.4.3	To attract new riders, SCAG proposes various measures to improve and increase transit service -- for example, better coordination among transit operators. Transit service standards and policies have also been adopted to help improve service levels and lower costs. In addition, a revised SCAG/Public Transit Operator Memorandum of Understanding has been implemented this year.	Agree: The referenced sentence should be deleted.
	Perhaps SCAG should consider including an additional objective that public institutions which are adequately served by public transit should be discouraged from investing in parking facilities.	4-3	(See objectives)	This subject is probably better handled as a policy. The existing DRTP policy #43 (p. 5-6) addresses this: Encourage local governments to develop parking strategies that will encourage the use of transit and carpools; relieve traffic circulation on local streets; supplement other traffic and land use measures designed to improve air quality and conserve energy; insure coordination of transit and paratransit developments with parking management strategies.
	In policy 13 on page 5-9 the text lists among groups which require "special transportation assistance" those who have no auto available and those below the poverty level. If special transportation assistance means paratransit service, the District questions the wisdom of including the policy as written. These groups can be adequately served by fixed route bus service. It is therefore suggested that SCAG clarify the meaning it intends to convey by the use of these words. If that turns out to the construction suggested above, it is requested that you consider deleting these two groups.	5-9	13. SCAG shall use the following in defining groups requiring special transportation assistance: - the transportation handicapped - lack of auto availability - persons at or below the poverty level.	Agree, concern noted. The policy is being reviewed as part of the E/H planning efforts and will be revised upon its completion. (Spring 79)

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
RTD Letter 8/25/78 Marvin L. Holen	In policy 15 on the same page the text defines elderly persons as those who are 60 years of age or older. For social security purposes, the federal government uses age 62. The District grants reduced fares to persons who have attained age 62. The District sees some advantage in having a uniformity of treatment on this issue and therefore requests your reconsideration of this definition.	5-9	15. Elderly persons are individuals 60 years of age and older.	Drop: Both TAC and the E/H subcommittee have recommended this be dropped. Staff concurs as this should be a local option.
	We are pleased to observe that SCAG has recognized the severity of the traffic congestion problem at LAX as reflected in Policy 39 on page 5-16 and in Policy 3 on page 6-62. We were also pleased to observe that SCAG recognized, in Policy 5 on page 6-62, that transit has an important role to play in remedying that problem. As you know, this condition adversely affects the region's economy, and will tend to be exacerbated by the growth in air passengers projected in the RTP. For this reason, we would request that each of the foregoing policies be assigned the highest priority for implementation purposes.	5-16	39. Efforts should be undertaken to integrate into the development strategy all parties having a vital interest in airport ground access (e.g., airport limousing services, taxi companies, transit system operators, rental car agencies, the airlines, and the airport operators). 3. Ground access to Los Angeles International Airport must be improved, and any improvements should be planned to also accommodate the expected increases in air cargo volumes.	Agree: Concern noted. However it is recommended these policies relating to airport acess not be ranked as a top priority. Other policies relating to airport air quality, noise, and expansion are of equal importance. Policies in the RTP are not prioritized.
G.J. Jamriska City of Glendale Letter 8/31/78	While the two comments attributed to Glendale (AD 1-29) are correct, the summary fails to mirror our stated concern over the prospects of funding many of the transportation programs outlined in the RTP following the passage of Jarvis-Gann and our finding that of the three financial plans outlined in the RTP, the "Financially Constrained Plan" may, unfortunately, prove the only possible alternative. In this context, we feel that SCAG staff's conclusion that Glendale recommended "No Changes" to the RTP is misleading. We would, therefore, appreciate the rectification of these ommissions in order to more accurately reflect our comments of June 19, 1978 regarding the Draft RTP and EIR.		6/19/78 Glendale Letter: While we congratulate SCAG for the comprehensiveness of both the Draft RTP and EIR, we recognize that following the passage of Jarvis-Gann, the prospects of funding many of the transportation programs outlined in the RTP are, at least for now, slim indeed. SCAG states in the EIR (page 85), that should Jarvis-Gann be passed, it "will complicate the funding picture for transportation in the Region". At least for the time being, the word "complicate" appears to be an understatement.	Agree: Concern noted incorrectly in AD 1-29. Recommend that financial chapter be revised with proper reflection of Prop. 13's effects.

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
EPA (Region IX) Letter of 8/21/78	Transportation Related Provisions of the CAA The draft RTP does not provide a clear identification of the significant transportation related provisions. The RTP must clearly indicate that the CAA requires that the nonattainment areas receiving an extention to 1987 must revise their implementation plan to include the comprehensive measures as noted in Section 110(c) (5) (B). This section further requires that both the public transportation measures and the transportation control measures must be implemented as expeditiously as practical. Additionally, the CAA requires the revised plan to use Federal grants, State and local funds, or any combination to implement comprehensive transportation measures for the purpose of attaining the National Ambient Air Quality Standards (NAAQS).	6-1	(See Multi Modal programs and and actions - Air Quality)	The majority of these comments will be addressed to some degree in the transportation sections of the AQMP which will then be amended into the 1978 RTP in January/February of 1979. As well, the RTP/SIP Consistency Assessment Report to FHWA will help further respond to the issues these comments raise. The draft AQMP and consistency report will be released for review and comment during the end of October 1978. Recommend adding to 1st paragraph on pg. 6-8 the following: The Clean Air Act Amendments place significant requirements on transportation in non-attainment areas such as Los Angeles. In order to receive the extension noted above certain prerequisite actions must be taken: 1) Comprehensive measures to "expand, improve & public transportation needs" must be developed; 2) these measures along with other approved transportation control measures must be implemented as expeditiously as practical; and, 3) commitments be made to use available federal, state and local funds to implement such measures.
	Section 174 of the CAA, Planning Procedures, requires that the preparation of the implementation plan provisions must be coordinated with the comprehensive transportation planning and Air Quality Maintenance Planning (AQMP) processes. How this is intended to be accomplished, i.e., the second RTP update in conjunction with AQMP/NAP developments, should be noted.	6-1 and 6-2	(See Multi Modal programs and actions - air quality)	Agree: Recommend that the air quality section of plan be updated to include information on how coordination will be achieved between implementation plan provisions, Comprehensive transportation planning, and the Air Quality Maintenance Planning process. The AQMP is being prepared jointly by SCAG (The MPO) and the South Coast Air Quality Management District. This will also meet the requirements for a Non Attainment Plan (NAP). In the remainder of the region SCAG is either codesignated or working closely with responsible agencies to as assist them in their NAP development. Memorandums of Understanding have been developed identifying roles and responsibilities. In all areas SCAG is responsible for the transportation portions of the NAP. As each NAP is approved the transportation portions will be amended into the RTP.
	The severe sanctions (both new source growth prohibitions and financial limitations, Sections 110(a) (2) (I), 173 (4), and 176 (a) - (b), of the CAA)should be also clearly stated in the RTP to assist the decision making process.	6-8	No specific text reference	Refer to the first paragraph on page 6-8 of the RTP where it indicates EPA has the authority to withhold funds.

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
EPA (Region IX)	We note that the Draft RTP includes no indication of consistency of the proposed RTP with the SIP or AQMP, or how this consistency is proposed to be attained in the future. Therefore, we recommend that an indication of consistency status be included in the RTP prior to adoption.	5-5	Policy 34 Transportation systems planning within the SCAG region shall work cooperatively with the AQMP process to attain Federal & State Health Standards for ambient Air Quality at the earliest achievable date, and to maintain the standards thereafter. (see also DEIR p. 107 consistency assessment)	Agree: Recommend additional policy be added. "The RTP and AQMP will be consistent with each other". Furthermore the DEIR states, "when completed the RTP will constitute the mobile source portion of the AQMP. The AQMP will then become the regions part of the SIP. Consistency and conformance of various policies and actions for an acceptable transportation control program will be addressed in the consistency assessment process. See also DEIR p. 107 (Consistency Assessment)
	We suggest that the Transportation/Air Quality Policies be reevaluated to consider including some of the specific SIP Policy requirements contained in the DOT-EPA Joint Transportation-Air Quality Planning Guidelines. The 1979 SIP requirements for nonattainment areas which provide for attainment after 1982 must include a commitment to (1) accelerated implementation of specific strategies; (2) incremental phase in of additional strategies; (3) implementation for an I/M program prior to 1982; and (4) a commitment to a process for expeditious development, evaluation, selection, and implementation of a comprehensive transportation control strategy.	5-5 5-6	(see Air quality policies 34-43)	Agree: Policies in these areas will be added per the RTP ammendment's in January of 1979.
	System Planning Policies Policy Number 8 should consider consistency with the SIP.	5-2	#8 Project implementation of the RTP must be undertaken consistent with the requirements of the California Coastal Act of 1976.	Agree: But recommend instead the addition of the following policy; "The RTP and the Air Quality Management Plan will be consistent with each other".

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
EPA (Region IX)	Policy Number 10, air quality considerations should be included.	5-2	#10 Future regional plan updates should include more specific consideration and recommendations on highway development relative to: growth policy, VMT reduction, role of highways in terms of auto, transit, goods movement, and other uses.	Agree: Recommend adding, "air quality considerations".
	Transportation-System Management and Ride Sharing Policies Generally, the policies contained in these two sections appear vague and do not specifically reflect the need of this element to achieve expeditious progress in planning, programming, and implementing measures that improve air quality.	5-3 5-4	(see policies 17-31)	These policies are now going through review as part of the Ridesharing plan preparation. A draft will be available in October, with ammendment into the RTP anticipated in January of 1979.

SOURCE	COMMENT	DRTP Page & Para. No.	ORIGINAL TEXT	STAFF RESPONSE
EPA (Region IX)	It should be specifically indicated that a Inspection/Maintenance Program must be committed to as a factor in obtaining a post-1982 time extension and implementation of the I/M Program is required prior to 1982.	6-7	Action #3 Endorse a mandatory annual inspection/maintenance program for light duty vehicles in the So. Coast Air Basin as one method of achieving the objectives for air quality improvements with the provision that the Riverside program be closely monitored for cost effectiveness prior to 1979.	Agree: Action exists in current DRTP. Recommend adding the following asterisk and statement to action, *an inspection and maintenance program must be committed to by the region to obtain a post 1982 time extension for attaining clean air under the 1977 Clean Air Act Ammendments.
	The RTP indicates SCAG's endoresement of constructing Route I-105 with certain provisions. EPA has specifically requested that the project include implementation of the HOV lanes.	6-34	Action #6 SCAG endorses construction of I-105 (with the provision that I-105 will be a freeway/transitway consistent with the RTDP, with ramp metering and bypasses where appropriate.)	Agree: No change needed, existing DRTP so states.
	* The above responses on page AD 3-21 to AD 3-24 were prepared from an EPA letter dated 8/21/78. Only comments in which changes could be made to the present DRTP/DEIR are presented. Other EPA concerns will be addressed in the AQMP/RTP amendment process.			

Additional policy and action recommendations for 78 RTP/EIR.

Highways

Policy: Funding Shortfall

1. SCAG will continue to work with the county transportation commission and subregional agencies to seek additional highway funding to meet the current shortfall in the SCAG region.

Rationale

Currently state law mandates a specific percentage of funds be spent per district. District 7 has a 66 million dollar shortfall. That is, federal and state funds that have not yet been allocated here.

Policy: Project Development Costs in TIP

2. SCAG will continue working with the California Transportation Commission and the legislature to require the programming of project development costs in the TIP.

Rationale

In order to insure project readiness for the priority projects listed in the RTP, preliminary engineering costs must be programmed in the AB 402 Regional TIP. This will help avoid "shortfall" situations in the future.

Policy: Interstate Funds

3. SCAG will support the development of a federal program on interstate highways which would increase the flexibility of using interstate funds for major upgrading of older interstate routes.

Rationale

Major new construction is diminishing in the region as the freeway system becomes completed, the cost of upgrading and modernizing the existing system continues to grow due to wear and age factors. Federal Interstate funds are currently constrained to new construction and some safety improvements. SCAG should flexibility of using Interstate Funds for modernizing the Interstate Highway System.

(Attachment 5A3)

10/5/78

Changes Made to DRTP/DEIR Addenda 1, 2 and 3

I. Changes made by TUC at its 8/17/78 meeting.

A. TUC Comment

"All references to I 105, 30, 86 and I 15E to remain."

Change

Page AD 1-21, comment 5, staff response was changed to read, "These actions (SCAG endorses I 105, 30, 86, I 15E) should remain in the RTP to indicate continued SCAG support. In the event the current highway prioritization process results in the adoption of a regionally-prioritized list of highway projects, these actions could be deleted".

B. TUC Comment

"Drop policy on aged definition for elderly in transit section".

Change

Page AD 1-8, first comment, staff response and page AD 2-16, fourth comment, staff response was changed to read, "Agree: Both TAC and Elderly/Handicapped subcommittee have recommended that this policy be dropped. Staff concurs, as this should be a local option".

II. Changes necessitated in AD 1 per South Coast Area Transit's request by letter of 8/18/78 (See AD 3-18 for specifics).

A. SCAT Comment

DRTP Policy #10, "The CTC's and transit operators will prepare an annual Short Range Transit Plan and Transit TIP consistent with the RTP".
--This is the correct procedure. However the

"comment" is to delete "transit operators" and substitute "subregional agencies". The SCAG Transit Advisory Committee, at their August meeting, rejected such a change and decided to maintain the existing DRTP language. This item is SCAT's primary concern: maintaining the role of local authority of transits' governing bodies in designing their own operational plans and budgets.

Change

Page AD 1-20, 4th comment, staff response should now read, "Original policy is maintained- The CTC's and transit operators will prepare an annual Short-Range Transit Plan and Transit TIP consistent with the RTP".

III. Changes made by the Executive Committee at its 9/7/78 meeting.

A. Executive Committee comment

"Add the words, 'necessary to the efficiency of system use' (after new facilities) to policy 6, p. 5.12."

Change

AD 2-19,(policy6,page 5-12) should read, "Priorities for funding highway programs will be: First, maintenance and rehabilitation; Second, construction of new facilities necessary to the efficiency of system use, and necessary operational improvements.

B. Executive Committee comment

"Replace 'evaluate the impact', with 'consider the inclusion' in policy 18, page 5-3."

Change

AD 1-5, 4th comment, staff response should read, "Recommend policy be rewritten to, "In designing and building new facilities consider the inclusion of exclusive bus, van, & carpool lanes".

IV. Changes made by the Transportation and Utilities Committee at its 9/21/78 meeting.

A. TUC Comment

"Change AD 3-10 (staff response) last line to, "A regional list will be developed as soon as the MTEB recommendation can be reviewed."

Change

Did read, "The highway prioritization process is still in the development state. These views will be presented to the TUC subcommittee considering highway prioritization. A regional list will be developed as soon as a methodology can be developed." The last line will be charged to the above.

B. TUC Comment

Add 3 proposed highway policies (attachment 5A2).

Change

Will be added to Addenda.

EXECUTIVE COMMITTEE ATTACHMENT #5-B
Thursday, October 5, 1978

M E M O R A N D U M

September 21, 1978

TO: Executive Committee

FROM: Transportation and Utilities Committee

SUBJECT: Recommended Findings on Unmet Public Transit Needs for Los Angeles County, FY 1979

Before SCAG may allocate Transportation Development Act (SB 325 -- TDA) funds to any local agency for streets and roads purposes, SCAG must hold a public hearing, and from a review of the testimony received and the Regional Transportation Plan, make a determination that there are no unmet public transportation needs within the jurisdiction of the claimant that can reasonably be met.

In Los Angeles County, the areas for which a determination must be made are those areas outside the Southern California Rapid Transit District. These include the cities of Avalon, Lancaster and Palmdale, and the unincorporated county areas in the Antelope Valley, Santa Clarita Valley and Santa Catalina Island.

Two public hearing were held: one in the Antelope Valley at the City of Palmdale and one in the Santa Clarita Valley. The hearing board was chaired by Mr. Jerry Leonard, Chief Deputy to Supervisor Baxter Ward and included Mayor Lynda Cook of Palmdale and Mr. Wendell Cox, citizen representative of the City of Los Angeles to the Los Angeles County Transportation Commission (LACTC).

The findings and recommendations of the hearing board have been submitted to SCAG and the LACTC. The findings include a minority report from Commissioner Cox concerning possible unmet transit needs that may exist in the Santa Clarita Valley. The hearing board's findings and minority report are summarized below with recommendations. More detailed information is provided in the supplemental attachment for this item.

1. City of Avalon and Santa Catalina Island

   While the hearings were held remote from this area, they were advertised locally and opportunity to submit written testimony was provided. Additionally, comments were solicited in cooperation with Supervisor Hayes' office. No formal testimony was received, and comments received from representatives of the area through Supervisor Hayes' office indicate that there are currently no identified unmet public transit needs which can reasonably be met through the expenditure of TDA funds. The LACTC at its August 23, 1978 meeting recommended a finding of no unmet transit needs for the area.

Recommended Action

That the Executive Committee find, based on the information available, that there are no unmet public transportation needs in the City of Avalon and surrounding county unincorporated areas that can reasonably be met, and authorize the allocation of TDA funds for streets and roads purposes.

2. Antelope Valley area, including the cities of Lancaster and Palmdale and county unincorporated areas.

A unanimous finding of the hearing board was that an unmet need exists which can be reasonably met by the expansion of existing two day per week transit service to 5 days per week serving Paraclete High School, Mayflower Gardens Retirement Community, shopping service and other needs in the cities of Lancaster and Palmdale.

The County Road Department, in cooperation with the cities of Lancaster and Palmdale, has submitted a TDA proposal for funding the 5 day expanded service in Antelope Valley under Article 8 as a contracted service. The LACTC has approved this proposal.

Recommended Action

That the Executive Committee find that there are unmet public transit needs within the jurisdictions of claimants in the Antelope Valley which can reasonably be met by the proposed expanded service, and that allocation of TDA funds for streets and roads use be authorized after first funding the proposed transit service under Article 8 in the total amount of $113,000.

3. Santa Clarita Valley and other unincorporated county areas outside the SCRTD

A majority of the hearing board found that there are no unmet public transit needs which can reasonably be met. Commissioner Cox submitted a minority report which concludes that there may be an unmet transit need in the area which could be reasonably met by installation of a commuter bus service to downtown Los Angeles.

The issue of commuter bus service was discussed at some length in testimony before the hearing board and discussion at the LACTC. The preliminary transit needs study prepared by the County Road Department and discussion by Supervisor Baxter Ward point out that several past attempts at providing transit services within the Santa Clarita Valley have proved too costly and suffered low ridership. Commissioner Cox, on the other hand, repeatedly stated that the past service was not commuter service and that commuter service to Los Angeles City has never been tried. Commissioner Cox recommended that $50,000 of TDA funds be reserved out of the County Road Departments' allocation for possible funding of commuter service on a contract basis.

After full discussion at the LACTC's meeting of July 26, 1978, the Commission voted to support the majority finding that there are no unmet transit needs that can reasonably be met in the Santa Clarita Valley.

After the LACTC meeting, Supervisor Ward suggested, in a letter to Caltrans, that the Commuter Computer program might be better suited for the area than conventional bus service. Based on this suggestion, Commuter Computer is looking into the possiblity of a carpool and vanpool alternative for the Santa Clarita Valley. Currently under discussion are an origin and destination study, an attitude survey of area residents and a marketing program to introduce the ridesharing concept. SCAG staff agrees that at this time this approach would be more appropriate than conventional transit to serve the commuter needs that may exist in the area.

Recommended Action

That the Executive Committee find, based on the past record of publicly funded transit services in the Santa Clarita Valley area, and based on the fact that preliminary discussions are currently underway to develop a ridesharing program for this area, that there are no unmet public transit needs that can reasonably be met by the expenditure of TDA funds, and therefore, that the Executive Committee authorize the allocation of TDA funds to the County Road Department for streets and roads purposes after first funding the proposed Antelope Valley service identified in item 2 above. Further, that the above findings and allocation of funds are made with the understanding that ridesharing activities will move forward, and that any results of ridesharing activities this year will be considered in SCAG's determination of unmet transit needs for next fiscal year.

A proposed resolution incorporating these recommended findings is attached for adoption at the meeting.

PROPOSED

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS CONCERNING FINDINGS ON UNMET PUBLIC TRANSIT NEEDS THAT CAN REASONABLY BE MET IN LOS ANGELES COUNTY OUTSIDE THE SCRTD FOR FISCAL YEAR 1979

WHEREAS, the Southern California Association of Governments (SCAG) is the designated Tranpsortation Planning Agency for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura and is therefore responsible for the administration of funds under the Transportation Development Act, Government Code Section 99200 et seq.; and

WHEREAS, under the regulations issued pursuant to the Act, before any allocations are made for local streets and roads use, SCAG must hold a public hearing and from a review of the testimony received and the adopted Regional Transportation Plan, make a finding that there are no unmet public transit needs in the jurisdictions of streets and roads claimants that can reasonably be met; and

WHEREAS, public hearings were held in Los Angeles County on May 22 and 23, 1978 after sufficient public notice of intent was given; and

WHEREAS, the 1977 Regional Transportation Plan has been reviewed, and all other specific policies relative to the public transportation needs of the transit dependent, especially the elderly, handicapped and poor;

NOW, THEREFORE BE IT RESOLVED, that the Executive Committee of the Southern California Association of Governments after a review of the complete record including the testimony received at the public hearing, the recommendation of the hearing board submitted by letters dated June 30, July 3, and July 11, 1978, the Regional Tranpsortation Plan, recommendations of the Los Angeles County Transportation Commission and testimony before the Executive Committee makes the following determinations:

(a) That there are unmet public transit needs within the jurisdictions of claimants in the Antelope Valley including county unincorporated areas and the cities of Lancaster and Palmdale which can reasonably be met by implementation of proposed expanded 5 day per week transit service serving Paraclete High School, Mayflower Gardens Retirement Community and various other needs to be provided by the allocation of $113,000 under PUC Section 99400(c) and Article 8 as contracted service; and that there are no unmet public transit needs in the City of Avalon, Santa Catalina Island, Santa Clarita Valley, and other county unincorporated areas outside the Southern California Rapid Transit District that can reasonably be met through the expansion of existing transportation services, establishing new services or contracting for services

as provided by provisions of the Transportation Development Act; and

(b) That based on the above finding, the Executive Committee authorizes the approval of allocations to the claimants pursuant to PUC Section 99400(a) and Article 8 for local streets and roads purposes for Fiscal Year 1979; and

(c) That the above finding and allocation of funds are made with the understanding that ridesharing activities for the Santa Clarita Valley area will move forward and that any results of ridesharing activities this year will be considered in SCAG's determination of unmet transit needs for next fiscal year.

Date: October 5, 1978 Southern California Association of Governments

STATUS OF THE AIR QUALITY, "208" WATER QUALITY, TRANSPORTATION, AND GROWTH FORECAST PLANS AND THE UPCOMING PLAN ADOPTION PROCESS

EXECUTIVE COMMITTEE ATTACHMENT #6
Thursday, October 5, 1978

HIGHLIGHTS OF

FOUR MAJOR SCAG PLANS

PREPARED FOR THE OCTOBER 1978

SCAG GENERAL ASSEMBLY

HIGHLIGHTS OF FOUR MAJOR SCAG PLANS

Development Guide

Less than 100 years ago, Southern California's land was primarily agrarian and sparsely populated. Today, more than 10.5 million people live here. The level of growth has been extraordinary: between 1950 and 1970, the regional population doubled. During that period, the average annual population increase was approximately 250,000. Since then, the population explosion has slowed somewhat.

Comparing the Southland we know today with that of 100, 50, or even 30 years ago shows that growth, its pace and distribution, is one of the major determinants of our quality of life. It impacts the level of our air and water quality and defines how quickly our natural resources will be used up.

The amount of growth also dictates which actions we must take to provide for the population's basic needs. Public facilities, including transportation, schools and sewer systems, must be supplied. People need adequate shelter, and a sufficient number of jobs have to be available to maintain a vital economy.

One of the major objectives of SCAG is to coordinate local government action so that regionwide issues -- such as growth -- can be successfully addressed. Understanding growth forces and realistically managing growth according to local and regional policies can promote revitalization of older urban areas, protection of valuable agricultural and open-space areas, and provision of improved housing and employment opportunities for the region's present and future residents.

Better mobility and accessibility, as well as improved water and air quality, are additional benefits of such regional cooperation.

Compiling a guide for future development in the region is part of SCAG's coordinating role. Known as the Regional Development Guide, the program's direction reflects the common goals and objectives of local jurisdictions and the region.

Along with goals and policies intended for regional planning, the Development Guide also provides a set of growth forecasts. These forecasts are comprised of specific numbers which call for future levels of population, housing, employment and land use.

The figures represent quantities chosen to realize a specific, desirable future for the region by listing preferred size, timing and distribution of expected growth. Historic trends, along with assumptions and projections about migration and fertility rates, are also taken into account.

Approximately every two years since 1972, SCAG has updated and adopted such a growth policy. The newest version, Draft SCAG-78, is now complete. When adopted, it will supersede the current forecast, SCAG-76.

In developing the figures for the Draft SCAG-78 Growth Forecast Policy, SCAG worked closely with local governments. Preliminary tasks included surveys of local forecasts and meetings with numerous cities and counties to discuss questions related to growth in their jurisdictions.

During several workshops and hearings, elected officials and members of the public also contributed to the process by reviewing and commenting on six alternative forecasts and an environmental assessment of these alternatives.

Finally, a combination of several alternatives was chosen to become the new forecast. It resembles SCAG-76 in the regional population total and its emphasis on compact growth at the subregional level. However, the revised version calls for some modification of growth allocation on a county-by-county basis.

Draft SCAG-78 will now be reviewed by cities and counties in the Southland, as well as by state and federal agencies and SCAG committees. The draft environmental impact report for the forecast will be completed in October.

Following additional workshops and public hearings in October and November, the final forecast is scheduled for adoption by the SCAG Executive Committee in January 1979.

Previously adopted growth forecasts have provided the basis for regional planning in areas such as air quality, energy, housing and human services. They have also served as an aid to city and county governments in the preparation of local plans.

The figures listed in Draft SCAG-78 address four major planning concerns: population, housing, employment and land use.

In the document's overview section, some background information is offered on the role of the Development Guide Program and growth forecasting, the process of developing Draft SCAG-78, its assumptions and policies. Subsequent sections list in detail the forecast figures in the four categories of population, housing, employment and land use by county, subregion and regional statistical area. An appendix presents the forecasts by city.

According to Draft SCAG-78, the greatest population surge in the region will be experienced by Orange County, where approximately one million additional people are expected by the year 2000.

Ventura County, with an increase of 77 percent -- or 342,000 people -- over 1976, is forecast to realize the fastest growth rate of any county in the SCAG region.

The remaining population growth in the Southland through the year 2000 is forecast as follows: Imperial County, 46,000 or 55 percent; Los Angeles County, 776,000 or 11 percent; Riverside County, 379,000 or 71 percent; and San Bernardino County, 455,000 or 65 percent.

With regard to regional totals, Draft SCAG-78 shows an overall population of 13.5 million in the year 2000, representing a 29 percent increase from the year 1976. The forecast reflects the policy direction articulated by local governments and SCAG that growth should occur both within existing urban areas and, in special situations, in currently non-urban areas. Growth at the subregional scale is encouraged to take place in a compact, concentrated manner.

The housing forecast for the year 2000, according to Draft SCAG-78, shows a regional housing total of 5.5 million units. The 36 percent increase for the 24-year period beginning in 1976 represents a greater growth rate than the population increase, due to an assumed drop in household size.

Not all new housing is expected to be built on previously undeveloped land. Recycled land will be used for 21 percent of the predicted housing increase, the majority of it in Los Angeles County.

A breakdown of the housing forecast shows that Orange County will account for 512,000 new units or 37 percent of the regional increase. More than half of these new homes are expected to be built in southeast Orange County, an area forecast to experience a great amount of growth.

Los Angeles County will see a slightly lower housing increase, at 463,000 units or 33 percent of the regional total.

The housing stock in the other counties will increase as follows: Imperial County, 20,000 homes; Riverside County, 165,000 homes; San Bernardino County, 168,000 homes; and Ventura County, 117,000 homes.

What will the employment picture look like in the year 2000? Draft SCAG-78 predicts strong employment growth for all six counties in the SCAG region, with the greatest number of jobs going to Los Angeles and Orange counties. The SCAG region is expected to have a total of 6,676,000 jobs in the year 2000. This represents an addition of 2,129,000 jobs between 1975 and 2000.

The land use forecast in Draft SCAG-78 shows that nearly 300,000 urban acres will be added to the region. Urban acres are used for such purposes as residential, industrial or commercial development, transportation and utilities.

This addition will bring the regional total to 1,453,000 acres. The forecast of converted land is based on the expected growth in the region's housing stock and employment.

In the breakdown by county area, Los Angeles County continues to have the majority of the region's urban acres. By the year 2000, urban acreage will add up to more than 700,000, a growth of 55,000 from 1975.

The greatest growth in urban acres within the region is forecast for Orange County, where it will increase by more than half by the year 2000 to bring the county's total to 271,122 acres.

San Bernardino County is expected to add 48,000 acres; Imperial County, 8,000 acres; Ventura County, 50,000 acres; and Riverside County, 45,000 acres.

Detailed tables and various figures are used throughout Draft SCAG-78 to further explain the forecasts. Two appendices contain a breakdown by cities and additional land use data.

Transportation

The word "transportation" means many different things...cars, buses, streets and freeways, airports, ships, bicycles and even sidewalks. All of these services and facilities for traveling make up a transportation system. In the six-county SCAG region, with its 10.5 million persons spread over 38,000 square miles, providing efficient, safe and economical transportation is an enormous task.

This year's Regional Transportation Plan (RTP) addresses itself to the challenge of coordinating these modes and helping maintain mobility for Southern Californians. Much of the 1978 plan continues policies and actions adopted in earlier transportation plans. However, because of new laws and changing needs, some revisions and additions were necessary. Many of the suggested changes resulted from a review of updated subregional transportation plans, workshops held in each county and meetings with citizens and representatives of local governments and agencies.

The RTP's purpose, the legal requirements it must meet and the groups involved in its development are described in the plan's introduction. SCAG, as the designated regional planning and coordinating body, must ensure that the plan is compatible with overall land use, population, housing, water quality, air quality and other areawide goals.

Eight key issues and problems, first identified in the 1974 transportation plan, are addressed. They are land use, air quality, energy, access and mobility, allocation of resources, institutional responsibilities, phased decision-making, and technological and operational change.

Creation of a balanced transportation system which efficiently moves people and goods throughout the region is the plan's overall goal. To do this, the system should minimize the need for long-distance commutes by coordinating land use and transportation decisions. The transportation services and

facilities must be environmentally sensitive, cost-effective and have broad private and public support.

Specific objectives contained in the RTP are designed to support these goals. They set specific measures for improving air quality, reducing energy use and increasing transit ridership.

The plan also outlines policies to help achieve these goals and objectives. The policies are broken down into the following categories: multi-modal (involving more than one method of travel), automobile, public transit, highways, airports, nonmotorized (bicycle and pedestrian) and maritime and railroad. Policies for financing these modes are also included, stressing that maximum use and benefit be made from available federal and state transportation dollars.

The transit section, for example, supports policies aimed at attaining six percent of the daily trips on transit by expanding and improving the level of service offered in the region. One approach to such improvements is the Regional Transit Development Program. This four-part program consists of increased local bus service, buses and carpools on additional exclusive freeway lanes, a people-mover system in the central Los Angeles business district and a regional core rail line in the Wilshire/La Brea corridor.

The airport section supports policies aimed at meeting the three-fold increase in air passenger travel, the five-fold increase in air cargo movement and the two-fold increase in general aviation needs expected by 1995. To do this, the RTP recommends that the Los Angeles International, Ontario, Hollywood-Burbank, Long Beach, Palm Springs and Orange County airports be expanded and that Palmdale International be built.

To carry out these policies, specific actions are listed in each of the modal sections. These actions are broken down into two categories:

1) Transportation Systems Management -- generally low-cost, easily implemented improvements to existing transportation services or facilities. This includes improvements, such as signal coordination rather than road widening to ease traffic flow, or improved bus operations rather than bus fleet expansion, wherever possible.

2) System Development -- usually long-range and more costly actions. They deal, for example, with building new highways or exclusive transit guideways for buses and other high-occupancy vehicles.

Two themes run through both the System Management and System Development actions. They are concerned with increased ridesharing and improved air quality.

Ridesharing encourages the use of high-occupancy vehicles to reduce traffic congestion, conserve energy, improve air quality and reduce user costs.

Among the series of air quality improvement strategies are additional technological controls on emissions from cars, aircraft, railroads and seagoing vessels; parking management techniques which give preference to high-occupancy vehicles; and travel reduction, such as encouraging establishment of a four-day workweek.

The RTP also contains a financial element. It includes estimates of expenditures for transit, highways, roads and streets at three levels: 1) a constrained level based on existing financial resources, which would result in a reduction in future service levels; 2) maintenance of current service levels; and 3) an expansion plan, based solely on need. It's important to note that current federal, local and state dollars over the next 10 years will only fund the constrained level. To fund the maintenance or expansion level, additional funding sources will be needed. The plan suggests the need for research into new revenue sources, as well as modifying existing sources such as sales and gas taxes.

The RTP also includes several helpful appendices. Among them are an explanation of the plan's projections for future transportation demand, a description of the plan's public participation process and a list of specific transportation strategies and tactics to improve air quality. A glossary of technical terms and acronyms used in the plan is also included.

An Environmental Impact Report on the draft plan is available under separate cover.

The RTP will be amended during the next few months, as additional hearings and workshops study several key elements which must also be incorporated into the plan. These elements, now being completed, deal with air quality, ridesharing and the Regional Transit Development Program. The Clean Air Act Amendments of 1977 require that the RTP be consistent with the Air Quality Management Plan scheduled to be adopted in January 1979.

Air Quality

Efforts to rid Southern California of its reputation as the nation's "smog capital" are taking a dramatic, new approach. Through the Air Quality Management Plan (AQMP), a comprehensive, broad-based program is being developed which will integrate air pollution regulations with land use and transportation planning to clean up the air.

This intensive effort is being led by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG), with the assistance of numerous other agencies, local governments and citizens.

The plan's goal is to create an effective and widely supported package of control measures to reduce air pollutants and enhance the overall quality of life throughout the South Coast Air Basin. This area covers major portions of Los Angeles, Orange, Riverside and San Bernardino counties.

Unless the AQMP meets strict deadlines set by recent, tough federal and state air quality laws, the region risks the loss of federal funds needed for local transportation and water treatment projects. In addition to improving current air quality in the area and the emissions reductions necessary to help restore healthful air, the plan is also designed to offset additional air pollution expected from future growth in housing, employment, industry and transportation.

The draft AQMP provides considerable background information on its goals, the process used in its development and the steps necessary for its adoption and implementation.

However, the heart of the plan is a list of more than 125 proposed actions or tactics to help reduce harmful emissions. These tactics address pollution associated with transportation, industry, growth and energy use. Some of the tactics call for tightening existing air pollution controls, while others propose constraints on previously uncontrolled sources, such as new emission standards for all gasoline-powered lawnmowers and off-road vehicles.

Obviously, some proposed tactics will generate more interest and comment than others. Some options will be relatively easy and inexpensive to implement. The impact of others, if adopted, could be felt directly or indirectly through higher, passed-on costs to consumers for goods and services from affected businesses and industries.

What's important to remember is that not every proposed tactic will be adopted. The AQMP is required to consider all feasible means of cleaning the air. Difficult decisions about trade-offs lie ahead. How much is the Southland willing to pay -- in terms of dollars and lifestyle changes -- to reduce air pollution?

It's up to local citizens to help select those tactics they judge as being most practical and acceptable. To help them decide, the draft AQMP evaluates each proposed tactic in terms of its cost-effectiveness and its social, environmental and economic impacts.

To curb emissions caused by increasing numbers of autos in the Southland, many of the transportation-related tactics seek to encourage greater use of carpools, vanpools, buses and other ridesharing methods. In fact, extensive support of SCAG's ridesharing program is reflected in many of the plan's proposals, including exclusive freeway and on-ramp lanes for high-occupancy vehicles, higher parking fees for single-occupant autos, development of auto-free zones near shopping malls and mandatory employee carpool programs.

A number of other tactics propose expanding or improving public transit systems and bicycle and pedestrian facilities. To reduce emissions from existing vehicles, a mandatory inspection-maintenance program for all light-duty vehicles and voluntary retirement of older model autos are two other options under study. The transportation tactics will be amended into the Regional Transportation Plan when the AQMP is adopted. Most of the tactics are vital to meeting transportation needs in addition to their role in improving air quality.

Many of the tactics aimed at stationary sources, such as factories and power plants, call for altering operations, adding new anti-pollution devices or using different materials in production processes. For example, the substitution of water-based coatings for solvent-based in manufacturing paints, metal and wood furniture, appliances and cars would greatly help reduce hydrocarbon emissions, a prime ingredient in the noxious brew of photochemical smog.

Local governments and the public will have an opportunity to review these options at workshops and hearings continuing through December 1978. To meet the government-set deadlines, the AQMP timetable calls for both the SCAG Executive Committee and the SCAQMD Board to adopt the plan in January 1979. The final plan must be submitted to the California Air Resources Board, the California Legislature and the U.S. Environmental Protection Agency by January 31, 1979. Upon final federal approval in July 1979, local governments and agencies will begin implementing the Southland's new air quality improvement plan.

Water Quality

Water is an essential but limited resource in semi-arid Southern California. To help improve and protect the quality of the area's coastal, underground and inland surface waters, a Draft 208 Areawide Waste Treatment Management Plan is being readied for release in mid-October.

The 208 Plan, under preparation for the past two years by the Southern California Association of Governments (SCAG), is mandated by the U.S. Clean Water Act. The federal government's goal is to achieve "fishable" and "swimmable" waters by 1983. The plan outlines needed water quality control programs for the South Coast planning area, which covers portions of Los Angeles, Riverside, and San Bernardino counties; all of Orange County; and a small portion of southern Ventura County.

Policies and actions to control a large number of existing and potential sources of water pollution are built upon existing successful local and state water quality control programs. The draft plan also coordinates water quality management programs with planned future growth. To do this, the sizing of sewage treatment facilities is specified to be consistent with the Draft SCAG-78 Growth Forecast Policy. Further, the 208 Plan will designate the tactics and strategies set forth in the Air Quality Management Plan. These will be used as air quality mitigation measures in environmental impact reports for wastewater facility plans.

The Draft 208 Plan is a single, concise document containing three major parts: (1) the water quality planning framework, (2) an action plan, and (3) an implementation plan.

The water quality planning framework presents priorities for improving and protecting water quality; assessments of the current conditions of all surface, ground and ocean waters in the planning area; the water quality standards to be achieved; and the Draft SCAG-78 Growth Forecast Policy.

Major policies and actions for water quality management are presented in the second part of the plan. Separate elements of this section cover point sources of wastes from municipal sewage and industrial wastewaters, water conservation and reuse, residual wastes (solid wastes and treatment sludges) and a comprehensive water quality control program for Newport Bay in Orange County.

A major emphasis in 208 planning is the management of nonpoint sources of wastes, which are harder to identify and treat. The Draft 208 plan recommends nonpoint source management plans for spills of hazardous substances, erosion and sedimentation from construction activities, urban nonpoint wastes and pollutants originating from agricultural practices.

This section of the draft plan presents 20 areawide water quality management policies and actions for priority water quality needs. Among the significant actions to be called for are:

-- implementation of measures and development of comprehensive plans to improve the containment and clean-up of spills of hazardous substances;

-- strengthening and stringent enforcement of erosion and grading control ordinances in hillside areas;

-- formation of public agencies to manage septic tanks in the Malibu-Topanga area of Los Angeles County and the construction of small "package" sewage treatment plants for beachfront Malibu and part of the Malibu Civic Center; and

-- for Newport Bay, implementation of restoration and protection measures for the State Ecological Reserve in Upper Newport Bay with emphasis on control of sedimentation and drainage basin erosion.

The recommended implementation strategy for the 208 Plan is presented in the third part. This includes nine areawide management and financial policies, the proposed management system, financial alternatives, implementation schedule and the continuing planning programs. This section explains how the water quality programs conducted by the hundreds of local governments and special districts in the planning area will be coordinated to meet water quality goals.

The draft 208 plan represents over two years of work by water quality planners, elected officials and concerned citizens. The planning effort has been guided by SCAG's three environmental program committees (i.e., the Citizens Advisory Committee, 208 Program Committee, and Environmental Quality and Resource Conservation Committee).

However, the plan's proposals are preliminary. Following the draft plan's release in October 1978, public workshops and hearings will be held to review its contents. Citizens, participating public agency representatives and elected officials will have an opportunity to voice their concerns and recommend changes.

Adoption of those portions of the final package of selected policies and actions by the agencies responsible for implementing them will occur from December 1978 through January 1979.

SCAG's Executive Committee is scheduled to adopt the plan by February 1, 1979, before its transmittal to the State Water Resources Control Board. This agency must certify the draft 208 Plan before it is submitted to the U.S. Environmental Protection Agency for final approval in May 1979.

D R A F T

APPROVAL OF RESPONSES TO ORANGE COUNTY DIVISION OF LEAGUE OF CITIES QUESTION ON AQMP REVIEW, APPROVAL, AND ADOPTION

EXECUTIVE COMMITTEE ATTACHMENT #8-A
Thursday, October 5, 1978

M E M O R A N D U M

TO: Mark Pisano and Jeb Stuart

FROM: David Di Julio

DATE: September 15, 1978

SUBJECT: Draft response to questions from Orange County Division, League of California Cities on AQMP.

The following are the League Division's questions followed by the staff's proposed answers.

Q-1. What is meant by city approval of AQMP Draft between October 15 and December 15?

A-1. Approval of the AQMP means the following:

a. The general concept of the AQMP is acceptable to the jurisdiction and the plan should be submitted to the State and Federal governments.

b. The jurisdiction supports the measures recommended in the Draft or substitutes other measures for adoption by the SCAG Executive Committee and the South Coast Air Quality Management District Board.

c. The jurisdiction agrees that the growth forecasts to be mitigated by the AQMP are those contained in the SCAG Development Guide.

d. The jurisdiction is agreeing to support state and federal implementation of the measures identified in the plan for implementation at those levels through the appropriate channels.

e. The jurisdiction is agreeing to develop a schedule for adopting the plan.

Q-2. What is meant by city adoption of AQMP Draft and what does this commit a city to?

A-2. Though most of the AQMP measures do not require local government implementation, adoption of the AQMP means the jurisdiction agrees to:

a. Implement local government tactics adopted by SCAG and

the District, or equivalent measures from the subregional plan, and

b. develop and submit a schedule for accomplishing (a) above.

Q-3. What happens if a city takes no action at all with regard to approval or adoption?

A-3. The response (positive, negative, or no action) of all jurisdictions will be recorded for the consideration by SCAG and the District, and will be transmitted as part of the plan. The SCAG Executive Committee and the District Board are required by State and Federal law to adopt a plan based on the actions of local governments.

Q-4. What happens if a city does not move toward implementation?

A-4. If the AQMP is not being implemented it must be revised to include sufficient reduction measures or the sanctions on federal funds for transportation, housing and sewage treatment plants will be invoked by the Federal Government. The Clean Air Act allows citizens suits in federal court to require the EPA to enforce the provisions of the Clean Air Act including the sanctions. A policy of the plan is that sanctions should only apply to the jurisdictions or level of government which is not implementing the plan. It is hoped the State and Federal Governments will approve this policy.

Q-5. What happens if a county, all cities in the county, or the entire region does not move to implement?

A-5. Same as above, but no one has developed a clear policy on sanctions.

Q-6. How does a city implement the plan? What elements of the plan will the city be asked to implement? Will they be able to choose what they want to implement? Will they be told what measures to implement?

A-6. A city can implement the plan through adoption of ordinances, policy commitments, or other means which accomplish the tactics for implementation by local government in the plan, or equivalent tactics. The adopted AQMP will define which, if any, tactics should be implemented by local governments and will define an emission reduction target for such measures. The local governments are participating through the subregional planning process in the selection of the most reasonable measures for the AQMP. The option of adoption of tactics which provide an equivalent reduction for each jurisdiction is available. Local governments can also implement through supporting the District's adoption of regulations consistent with the AQMP.

Q-7. Will cities be bound by the Orange County subregional plan (even though they have not approved it) if they approve the AQMP?

A-7. Cities will be bound by the subregional plan to the extent that the tactics are adopted through the regional AQMP as approved by local governments.

Q-8. Who will monitor compliance, report non-compliance, and recommend sanctions?

A-8. The AQMP process is required under federal law to make annual reports on reasonable further progress. Only EPA or the courts can impose the sanctions if reasonable progress is not being made.

Q-9. Will there be an emissions reduction goal for each jurisdiction or a set amount of pollution that each county and/or cities will have to reduce?

A-9. We are not planning to develop overall reduction goals for each jurisdiction in this year's AQMP. After the most cost-effective least-impact set of measures are approved the tactics reduction goals will be grouped by implementing agency. It is proposed that the few local government tactics (not including implementation through SCAQMD) will be summed and each jurisdiction will be asked to adopt the recommended implementing ordinance, or equivalent measures. There are technical and policy questions still to be resolved in the determination of equivalency.

Q-10. How and when will cities know what their overall pollution contribution is currently?

A-10. The current inventory of emissions is complete for 6,000 small (5 km 5 km) grids through the region. As the computer programs are completed county totals, RSA and then city totals will be available. Due to the sizes and shapes of cities, it is not likely that city totals will be available before January 1, 1979. In addition, AQMP staff cautions that city totals may be misleading. For example, the city of Burbank will include emissions from the Hollywood-Burbank airport which serves people throughout a much larger area than the Burbank city limits. The same concept is true for Fontana and steel making emissions, El Segundo and oil refining, and for any city which has a freeway passing through it. The AQMP has focused on regional totals of emissions first because we all share in causing air pollution emissions in the region.

Q-11. What is AQMP's connection with other programs such as the 208 Planning Program, the Regional Transportation Plan, and the Housing Allocations?

A-11. The Development Guide forecasts are the common basis for all the otherprograms. The regional transportation plan amendments are being done in conjunction with the AQMP. The sewage treatment plant impacts on air quality will be mitigated by the AQMP. The housing program is consistent with the Development Guide.

Q-12. Why will if benefit cities to comment on the AQMP Draft by October 1978?

A-12. Before October 2, 1978, we will still be in the process of developing the draft plan and changes can be readily incorportated and presented as part of the draft plan. Comments and recommended changes will be received by the Executive Committee and the District Board until adoption on January 31, 1978.

Q-13. If cities choose to comment further after October 2, where will be the best opportunities for input?

A-13. Comments can be made through workshops, public hearings, the CEQ process and through contact with your representatives on the subregional coordinating committee, the SCAG committees or District Board.

Q-14. Who will pay for the measures that cities will have to implement (especially in light of Prop. 13)? Are there special State or Federal funds set aside to assist in compliance?

A-14. There are few measures which have been identified for direct city implementation. Much of those identified are energy savings measures which should pay for themselves. In Chapter XIII of the Draft we will describe the sources which have been identified. If measures do require local expenditures, SCAG will work with local government to secure State and Federal funding.

Q-15. Is SCAG working to secure such compliance assistance funds?

A-15 SCAG and the District are investigating all possible resources to implement the plan and Chapter XIII will address this issue. For example, return of a larger portion of our gas tax to Southern California and use of loans from the California Pollution Control Financing Authority are being investigated.

Q-16 What are the total realms of possible sanctions for refusal to comply?

A-16 The mandates of the Clean Air Act are described in Chapter II of the plan. A liberal reading of the act, such as might result from a citizens suit, could require that all federal funds to the region be curtailed. It is likely that highway and sewage treatment plant funds would not be available if the AQMP is not approved or implemented.

Q-17 What will this plan cost the SCAG region? How much will the region benefit?

A-17 The costs of developing this plan are being borne by State and Federal funds. The costs of implementing the plan will depend on the tactics which are chosen by the process. The most cost effective set of measures will cost $325 million to implement. Staff has estimated that the implementation costs will range from $300 to $500 million. The plan calculates that air pollution damages costs the region a minimum of 1.4-2.0 billion dollars a year. By implementing the plan and cleaning up the air pollution we could save approximately one billion dollars a year and assure that more than one billion dollars in federal funds will continue to flow to the region.

Q-18 What must be accomplished in order to qualify for an extension to 1987 for compliance?

A-18 The precise requirements and our responses are recorded in Chapter XI of the plan. In short, the requirements include the following:

a. an industrial siting program (it is proposed to be completed in conjunction with the District's new sources premit process),

b. establishment of a specific schedule for an annual inspection maintenance program for cars,

c. identification of other measures necessary to attain standards by December 31, 1987.

d. a commitment to use all available Federal, State or Local funds to meet basic transportation needs of the region, and

e. a commitment to accelerate the implementation of transportation improvements.

Q-19 How does our plan and process compare with efforts currently underway in other areas of the country?

A-19 About 106 urban areas of the country - Los Angeles is considered to have the most serious problem - must produce a similar plan by January 1979. Since we have the most severe air quality problem, and a complex region, our plan is more comprehensive and difficult than any other plan. Notwithstanding the problems, the proposed plan will be reasonable and defensible. Where requirements can not be met the plan will provide a defensible explanation of what can be done. The plan does, however, show that achieving clean air is a possibility for this region.

Q-20 How does our Orange County subregional plan compare with that of other counties in our region?

A-20 All the subregional plans are compared in Chapter 10 of the plan and in Table X of the Summary. In general, the plans are similar while respecting subregional differences. The Orange County Plan does not contain their recommendations in energy conservation because they are presently developing an energy plan. We understand that it will be added in the future.

Q-21 Is Orange County going to be forced to pay for cleaning up pollution that comes here from L.A.?

A-21 No, (air pollution is being controlled at the source), based on the maximum impacts in the receptor area. All pollution including effects of growth will be controlled by the most cost effective, least impact method.

Q-22 Is this just another plan that initiated from SCAG, has been developed by SCAG, and is being forced on local governments?

A-22 No, this plan was mandated by the State and Federal government. The plan has been developed by working through the subregions, the subregional coordinating committees and their representatives at SCAG and the District, all of whom are local officials. We believe this team approach is far superior to having it developed for us by EPA or ARB.

Q-23 Why will the cities not receive a full 60 days to review this first draft before the next draft comes out?

A-23 The AQMP schedule calls for more than 90 days review of the draft plan between October 15, 1978 and the final transmittal to ARB in January 31, 1979. This is more than a 60 day period requested by cities through SCAG's recent General Assembly due to the complexity of the issue. Furthermore, distribution of the preliminary draft plan in August has in effect provided an additional 6-7 weeks of review time.

Q-24 Why is the draft so long in coming out?

A-24 This region has the most complex and difficult air quality problem in the country. The planning process started in March, 1977. Never before has this region been provided with an inventory, an air quality model and a list of tactics upon which to develop policies to solve our problem. Developing this plan on the team approach described before is a time consuming task.

RECOMMENDATIONS ON THE SCAG/REGIONAL WATER QUALITY CONTROL BOARDS JOINT WORK PLAN FOR CONTINUING "208" PLANNING

EXECUTIVE COMMITTEE ATTACHMENT #8-B
Thursday, October 5, 1978

RECOMMENDED ACTION:

It is recommended that the Executive Committee approve the Fiscal Year 1979-80 Preliminary Budgetary Work Plan for the continuing planning phase of the 208 Program, and authorize its transmittal to the State Water Resources Control Board.

Background

The State Water Resources Control Board (SWRCB), in Planning Program Guidance Memorandum No. 11, calls for the preparation of a joint work plan by the Designated 208 Agency and the Regional Water Quality Control Boards for the continuing planning phase of the 208 Program. The SWRCB has scheduled consideration of these work plans, including the allocation of resources, at workshops in October and November and action at the November Board meeting.

As part of this process, the SWRCB requested the development of a list of priorities for water quality management problems in all designated areas. The basic priorities were established initially between staffs of the Regional Water Quality Control Boards and the Southern California Association of Governments, and were subsequently transmitted to the staff of the SWRCB, pursuant to their request on July 18, 1978 for their use in identifying statewide and areawide priorities. Subsequent to that transmittal, the Environmental Program Committees reviewed this draft and recommended certain changes. The changes in priorities recommended by the Environmental Management Committees are shown in the following listing. This listing (Table 2, from the Preliminary Budgetary Work Plan) contains the listing of priorities by their respective group ranking, a basic description of tasks, and estimated costs. Specific task development and cost refinement will be developed pending funding availability decisions pursuant to the State/EPA Agreement.

With minor revisions, the information contained therein, corresponds to that contained in the Program Objectives Statements Document sent to participating agencies in September as part of FY 1979-80 SCAG Overall Work Plan Development Process.

During the week of September 25, 1978, the Environmental Program Committees will make recommendations to the Executive Committee regarding this document. Their recommendations will be reported at the Executive Committee meeting.

Summary Description of Tasks and Estimated Costs
Priority Planning Activities, South Coast Area

- Priority Group 1 Problem Areas

Basic Task	Estimated Planning Costs
- Upper Santa Ana Watershed Plan Update	$ 390,000
- Continued planning needs for the restoration and protection of water quality in Newport Bay. Control elements to include: construction activity, erosion, grading and sediment discharge control; agricultural BMP's, flood control system improvements; surface sanitation; vessel waste management; habitat restoration; integrated water quality evaluation program and development of water quality control criteria; and financing programs for implementation.	600,000
- Develop comprehensive areawide contingency plans for protection of water quality and develop additional clean-up provisions and coordination mechanisms to deal with hazardous substance spills.	250,000
- Develop a nonpoint source pollution control plan for Malibu Creek drainage basin; preparation for implementation of coastal Malibu unsewered area management plan.	240,000
- Develop resource recovery and a wastewater management plan to deal with the water quality impacts of dairy wastes in Chino Valley.	100,000
- Develop an implementable plan to improve and protect the water quality of Big Bear Lake, through nonpoint source controls and lake management.	135,000
- Develop a financing program for continuation and implementation of nonpoint source wastewater management programs.	150,000
	$1,865,000

- Priority Group 2 and 3 Problem Areas

Basic Task	Estimated Planning Costs
- Develop and implement a water quality management plan for Bolsa Chica Wetlands, Huntington Harbour, and Anaheim Bay Complex for nonpoint source pollution control. (2)	$ 200,000
- Develop and implement a water quality management plan for agricultural drainage problems in the upper Santa Ana River Basin, including the San Jacinto Watershed through the Rural Clean Water Program. (2)	150,000
- Assist in development of a shared-used Class I hazardous waste disposal site within the Santa Ana River Basin. (2)	150,000
- Develop water quality and beneficial use objectives, nonpoint source control and lake management program for water quality improvement in Sulphur Creek Reservoir. (2)	20,000
- Investigate, develop and implement a plan to reduce and control mineralization and nitrates in groundwater in the Los Angeles Drainage Province. (2)	300,000
- Investigate causes and potential solutions of surface water quality impairment in the middle reaches of the Santa Ana River. (3)	100,000
- Investigate the sources, characteristics, impacts and fate of pollutants in urban runoff on receiving waters, and evaluate the cost-effectiveness of alternative management strategies. (3)	650,000
- Develop an integrated water supply and water quality management plan for the South Coast Planning Area. (3)	200,000
- Develop a long-range comprehensive water quality management plan for the San Juan Creek Watershed. (3)	100,000
- Develop a management plan to protect the beneficial uses and water quality objectives of natural stream segments through the implementation of BMP's. (3)	300,000
Sub-total	$2,170,000

- Plan Update and Implementation Coordination (Includes Process Tasks)

Basic Task	Estimated Planning Costs
- Secure Commitments to Implement.	$ 100,000
- 208 Plan Update, Refinement and Monitoring of Plan Implementation.	225,000
- Management of Continuing Planning Process	300,000
- Special Studies Coordination and Participation (Reuse and LA/OMA Sludge on-going studies, and program development studies for Agricultural Drainage BMP's, Urban Runoff, and BMP's for natural stream segments).	110,000
- Coordination and Review of 201 Facility Planning, AQMP Planning and Implementation Activities, and Review and Participation in Development of Pretreatment Programs; Develop and Implement a Program to integrate water quality management planning and water supply planning activities with appropriate agencies.	235,000
Sub-total	$ 970,000
Total	$ 5,005,000

- Program Resources Requirements

Priority Group I Problem Areas	$ 1,865,000
Priority Group II and III Problem Areas	2,170,000
Plan Update and Implementation Coordination (and Process)	970,000
1979-80 Estimated Program Cost	$ 5,005,000
Federal Grant	3,753,750
State Grant/Participating Agency Contributed Services	1,251,250
Total	$ 5,005,000

STATE WATER RESOURCES CONTROL BOARD WATER POLLUTION CONTROL GRANT APPLICATION

EXECUTIVE COMMITTEE ATTACHMENT #9-A
Thursday, October 5, 1978

Recommended Action:

It is recommended that the Executive Committee endorse staff comments transmitted to the State Water Resources Control Board (SWRCB) regarding its Program Guide 1978-1983 and Program Description for Fiscal Year 78-79.

Project:

The State Water Resources Control Board has submitted a grant request for $3,086,000 from the Environmental Protection Agency for water quality planning pursuant to Section 106 of the Clean Water Act for State Board staff use only. Section 106 provides funds to states and interstate agencies to assist in administering programs for the prevention, reduction and elimination of water pollution.

Background:

At the last Executive Committee meeting, the Committee approved comments to be transmitted to the SWRCB regarding the proposed State/EPA agreement on the development and implementation of the California State Water Quality Management Program. Those comments noted SCAG's concerns about the agreement, including (relevant to this review) that the agreement was inadequate as it related to 208 planning and did not adequately provide for a role by local government officials. Section 106 is part of the State/EPA Agreement.

Summary of Comments:

While the intent of the program is consistent with regional planning activities, staff review noted several areas of concerns. The following is a summary of the comments transmitted to the SWRCB for this grant request:

-- Of greatest concern, the Program Guide makes very little mention of the role of designated 208 planning agencies and local governments in the Planning Guide. While SCAG recognizes that, ultimately, it is the State which has responsibility for water quality control, the 208 agencies and local governments have an active role in the preparation of the plans, development of on-going programs, review of various proposed regulations (e.g., pretreatment program) and implementation of many of the strategies for maintaining and improving water quality in California. To give only cursory attention to this role does not adequately describe the on-going and future situation nor the importance of the role of local government in carrying out the actual day-to-day operations of the control programs; the Guide and Program Description should be augmented to reflect this role.

-- The Guide should note the important problems by region, especially those agreed to by the Regional Water Quality Control Board staff and the SCAG 208 Committees. The problems of highest priority and concern to the people of this region are: State Upper Newport Bay Ecological Reserve sedimentation impacts, the impacts of spills of hazardous materials (should such spills occur), groundwater mineralization, unsewered communities, sludge management, adequate water supplies that can be extended through reclamation, and the need for statewide/areawide cooperative financial studies for water quality management. Some of the staff concerns relate only to the SCAG region, while others are of statewide importance.

-- The Program Description's wastewater facility construction component does not discuss the relationship of wastewater facility construction and the AQMP process or the major role of SCAG's growth forecast policies in establishing capacity needs of proposed projects. Because of the immediate importance both of these issues have in the SCAG planning program, staff believes these should be discussed in the program description for the upcoming year.

These issues, as well as recommendations for wording changes to more accurately reflect the current status of 208 planning in the SCAG 208 area, were transmitted to the SWRCB on September 22, 1978.

EXECUTIVE COMMITTEE ATTACHMENT #10
Thursday, October 5, 1978

ENERGY FUTURES CONTINGENCY PLANNING

Summary

Energy conservation and development planning impacts the region in a variety of ways. This paper addresses possible future analysis for energy, seeking to determine the alternatives and implications of energy futures on growth policy and land use-- and therefore on other SCAG programs in the region. This can be done through either using an "educated guess" or extensive research. So far, educated guesses have supported all sides of the issues, creating much confusion.

The paper looks at various findings on energy and air quality, and at the possible broader regional implications of a 50% reduction in energy supplies. Issues needing examination include the impacts on growth policy, on other SCAG programs, and a determination of what additional work is needed.

SCAG is dealing with energy issues in a variety of programs, and is seeking resources to do more comprehensive energy planning. Executive Committee advice and guidance on this matter will be welcome.

Background

National Findings on Energy/Air Quality

The Department of Energy's Energy Information Adminstration, in their first "Annual Report to Congress, Volume II-1977, has concluded that future nationwide air pollution emissions will not be significantly affected by predicted fluctuations in energy supply and demand. This finding is based on six energy "projection series" that make various assumptions regarding the growth of the economy and the cost and availability of domestic and foreign energy supplies. All of the projections assume a continuation of current Government policy and practices. It must be stressed that what is shown on a nationwide basis may not be true for individual regions.

For each of these six energy projections, five major air pollutants are measured relative to 1975 conditions: total suspended particulates (TSP), sulfur oxides(SO_x), nitrogen oxides (NO_x), hydrocarbons (HC), and carbon monoxide (CO). As shown in Table 1, on the following page, regardless of the projection, emissions of TSP and HC are expected to decrease until 1985 and then increase slightly until 1990. The initial decrease in TSP levels is expected due to improved emission control in the older facilities that remain in operation. The rapid turnover in the automobile fleet will likely result in decreased HC emisssions. Emissions of SO_x and NO_x are expected to increase between 1975 and continue to increase at approximately the same rate through 1990. For SO_x, modest decreases in existing sources are overwhelmed by increases from new sources by 1985. For NO_x, moderate declines in transportation sources are exceeded by utility and industrial source increases, resulting in an overall increase. CO emissions are expected to decrease drastically to 1985 and continue to decline at a slower rate through 1990 due to 1975 levels, emissions from TSP, HC, and CO are expected to remain while those from SO_x and NO_x are expected to remain higher.

Regional Findings on Energy/Air Quality - 20% Reduction

SCAG, as part of its AQMP work program, has conducted preliminary tests on a related issue. Using six alternative PHEL (population, housing, employment, and land use) forecasts for 1990, an attempt was made to assess the relationship between

Table 1

National Energy Use and Emissions
(Percentage of 1975)

Projection Series	Energy Use	1985 Projections Emissions: Total Suspended Particulates	Sulfur Oxides	Nitrogen Oxides	Hydrocarbons	Carbon Monoxide
E	119	91	112	104	89	48
D	121	91	109	105	91	48
C	124	92	114	108	91	49
B	125	93	116	110	92	50
A	127	93	113	110	98	50
F	122	92	113	108	90	49
E	125	93	118	107	92	46
D	127	93	115	107	93	46
C	135	95	125	114	95	48
B	137	95	1222	115	96	49
A	138	95	121	115	96	49
F	133	94	119	114	90	48

the magnitude and spatial distribution of growth and air quality. Their preliminary findings were presented at the June 1st Executive Committee meeting and are included in the meeting's minutes.

SCAG is also involved in studying the potential air quality impacts resulting from various energy demand and supply futures. SCAG's transportation and air quality sections are currently examining various transportation control and energy conservation strategies for possible incorporation into an air quality diffusion model. The focus of this study will be on the relative ability of each tactic to influence energy demand and improve ambient air quality.

The tactics to be studied include various VMT (vehicles miles travelled) reduction strategies, such as priority lanes for high-occupancy vehicles, fringe parking, buspools/vanpools, carpooling encouragement activities, auto facility supply (such as a residential and commercial retrofitting and the use of night thermostat setbacks), energy-saving lighting measures, solar water heating, and various tactics directed toward sewage treatment facilities and industrial activities.

A preliminary "guess" as to the impacts of these strategies on energy usage has

resulted in a 20% predicted reduction in energy demand. Approximately one-third of the energy, and over one-half of the oil that is consumed is used for transportation purposes. If the transportation support systems, such as fuel refining and marketing, vehicle assembly, sales, maintenance, etc., are also considered the percentages would be even higher. Of the oil used for transportation vehicles, automobiles use 82%, aircraft 17%, and buses less than 1%. Implementation of the non-transportation energy conservation tactics would also result in considerable savings, depending upon the number and type of measures considered.

Possible 50% Reduction

An alternative scenario to be considered is the possible curtailment of energy supplies. Numerous studies have been conducted predicting the likelihood of a future energy shortage, resulting in an equal number of different theories possibility of a shortage occurring:

- declines in domestic crude oil production
- curtailment of foreign oil imports due to international financial, economic, and political problems
- reduced market for coal production because of enviromental restrictions
- the inability to produce synthetic fuels economically
- decreasing supply of natural gas
- lag time necessary to perfect geothermal, solar, and other advanced technologies
- the enviromental and political implications of nuclear waste disposal

What are the possible implications of a future restriction in the supply of energy? The following list of possible impacts is very basic and schematic. The actual impacts are difficult to ascertain. Whereas a 20% reduction in the energy supply might result in a few of these impacts, a 50% reduction would be more complex and likely to encompass most of these forecasts.

Possible socio-economic impacts include:

- a trend toward close-in locations for industry and business to cut the travel time required by consumers, and a decrease in outlying development.

- increased governmental control of key industries

- increased employment in refineries, generating plants, research on alternative energy sources, fuel exploration, production recycling, etc.

- increased unemployment and underemployment

- cutbacks in industries and businesses related to the automobiles, construction, recreational vehicles, boating, second homes, plastics, manufacturing, etc., due to decreased demand

- demand for new types of goods and services to satisfy changing leisure time demands and opportunities, heavier use of close-by facilities.

- development of existing and new communication technologies as communication substitutes for transportation

- increased group and community activities

- continuation or further decline inffertility rates

- increased housing shortages in close-in areas and exacerbation of the problem of providing low and moderate income housing

- increased attention given to rehabilitation, conversions, multiple use and measures to decrease heating, cooling, and lighting loads in buildings.

- modification of the transportation system: rapid development and implementation of high occupancy vehicular modes, increased bicycling and walking, more efficient freeway system due to declining vehicle miles travelled, increased demand for all transportation.

Possible effects on the natural environment include:

- overriding of environmental protection measures regarding liquid and solid waste disposal, air emissions, etc., may lead to enviromental degradation

- increased research on alternative end-use energy sources and on recycling of wastes and used products

- water shortages from reduced energy for pumping resulting in pressures for water conservation and recycling

- increased use of rights-of-ways and easements to expand close-in open space and recreational lands.

- increased pressure to dam and log wild areas

- preservation of agricultural lands, also pressure for development of close-in agricultural lands.

It can be seen that in the worst case, energy shortage effects on the region could be substantial. Quantification of them has not been attempted at this time because it would be a major task.

Present Considerations in SCAG Programs

SCAG's other comprehensive planning programs are also presently involved in the linkage between energy use and environmental impacts:

The Development Guide formulates basic population growth and urban development policy. The program is concerned with impacts from changes in land use which will heavily affect these policies as they relate to employment and economic growth.

One of the major components of Section 208 Water Quality Management Program is planning for the energy that will be required to implement water quality improvements. Water supply planning also has many energy concerns with its major pumping requirements for imported water from the Colorado River and the State Water Project.

SCAG's Solid Waste section is monitoring the activities of local, state, and federal programs in solid waste management to determine possible methods of regional involvement. In the future, it will become necessary for cities and counties to make specific land use designations for solid waste treatment and disposal facilities. The consideration of enviromental quality impacts will be an important component of this process.

SCAG's Conservation and Open Space Program has an energy policy component which seeks to achieve energy conservation as a means of natural resource protection, and to guide energy development to preserve open space.

SCAG's Energy Program is presently in the process of developing a regional energy program which will address the relationships between growth and energy, as well as between energy and each of SCAG's functional planning areas. Their present planning activities include the review of major regional energy projects such as the Edison Combined Cycle NOI, Coal Gasification Project, the Outercontinental Shelf lease sale #48, and the follow-up on the draft federal Comprehensive State Energy Management Planning Act and other federal and state energy legislation.

Conclusions

Possible Future Implication Analysis

The potential exists at SCAG for additional work on the relationship between energy use, air, and growth policy and the possible implications of alternative energy futures. Initially SCAG could undertake the following if it had sufficient resources:

- survey and analyze public and private conservation methods, and determine those that are applicable to the region for local implementation
- develop a method for evaluating air quality improvements through energy conservation efforts.
- inventory present and future energy developments in the region and those which affect the region, assess their implications in terms of energy impacts, and formulate mitigation measures
- assess the energy impacts of SCAG's other functional planning programs
- catalog federal, state, regional, and local energy policies under development and in the implementation process
- develop and implement a public participation program including seminars and ad hoc committees
- develop and implement a process for involving local governments in the regional energy planning process.

With more support, a long-term goal for SCAG is to:

- develop energy siting policies

- prepare a broader analysis of energy supply and demand and develop alternative scenarios of energy use and regional growth patterns.

- develop and implement an integrated areawide energy management plan with emphasis on identifying key decisions in energy and assisting with coordinating the decision-making process.

SCAG has the capability within its current and proposed OWP to deal with some of these issues. With additional direction from the Executive Committee, the Association would move forward more effectively to deal with the major energy questions.

APPROVAL OF TRANSPORTATION DEVELOPMENT ACT CLAIMS

EXECUTIVE COMMITTEE ATTACHMENT #11-B
Thursday, October 5, 1978

M E M O R A N D U M

September 21, 1978

TO: Executive Committee

FROM: Transportation and Utilities Committee

SUBJECT: Transportation Development Act (TDA) Claims for approval

---

Summarized below are the Transportation Development Act (TDA) claims recommended for approval. The claims are listed by type and by each County local transportation fund (LTF) from which monies will be allocated.

ARTICLE 4 PUBLIC TRANSIT CLAIMS FOR FY 1979

From the annual apportionment available in each county, Article 4 claims are filed for support of public transit systems.

RIVERSIDE COUNTY LTF

1. Recommended Action: Approve the City of Norco's claim for operating expenses and capital improvements for the city's transit system.

FY 79 Apportionment:	$295,073
Less Assignment to RTA:	2,951
Less previously approved Article 8 claim:	218,556
RECOMMENDED ALLOCATION:	24,718
Balance Available:	$ 48,848

2. Recommended Action: Approve the City of Riverside's amended Article 4 claim for an additional $10,000 for a total of $280,000 for Article 4.

   Previous Executive Committee action approved an Article 4 claim of $270,000 for continued operation of the City's dial-a-ride system. This action is to approve an additional $10,000 for the City's hydrogen bus demonstration project.

FY 79 Apportionment:	$2,395,965
Less Assignment to RTA:	855,506
Less previously approved Article 4 claim:	270,000
RECOMMENDED ALLOCATION:	10,000
Balance Available:	$1,260,459

ARTICLE 8 PUBLIC TRANSIT CLAIMS FOR FY 1979

From the annual apportionment available in each county, Article 8 claims may be filed by cities and counties to cover the cost of public transportation services provided under contract.

LOS ANGELES COUNTY LTF

3. Recommended Action: Approve Los Angeles County Road Department's claim and TIP amendment for $113,000 for public transit services in the Antelope Valley to be provided under contract. This service is the result of a cooperative agreement with the cities of Lancaster and Palmdale arising from public hearings on unmet transit needs held earlier in the year.

Funds Available:		
FY 78 Unallocated carryover:	$ 255,550	
FY 79 Apportionment:	1,058,565	
Subtotal:	$1,314,115	
Assignment from Lancaster:	69,000	
Assignment from Palmdale:	12,000	
Total Available:		$1,395,115
RECOMMENDED ALLOCATION:		113,000*
Balance Available:		$1,282,115

*This amount specifically includes the assignments from Lancaster and Palmdale.

ARTICLE 8 LOCAL STREETS AND ROADS CLAIMS FOR FY 1979

From the annual apportionments available in each county, Article 8 claims may be filed for the development and construction of streets and roads, including facilities for the exclusive use by pedestrians and bicycles.

LOS ANGELES COUNTY LTF

4. Recommended Action: Approve Los Angeles County Road Department's claim for streets and roads development, consistent with the amount authorized by the LACTC.

Funds available (from item #3):	$1,282,115
RECOMMENDED ALLOCATION:	1,026,565
Balance Available:	255,550

VENTURA COUNTY LTF

5. Recommended Action: Approve City of Port Hueneme's FY 1979 Article 8 claim for local streets and roads purposes, contingent on receipt and review of pending claim documents.

FY 79 Apportionment:	$172,051	
Less Assignment to SCAT:	19,481	
Subtotal:		$152,570
RECOMMENDED ALLOCATION:		152,570
Balance Available:		-0-

AUTHORIZATION TO CONTRACT WITH STATE CONTROLLER TO CONDUCT AN AUDIT OF NON-TRANSIT TDA CLAIMS

EXECUTIVE COMMITTEE ATTACHMENT #11-C
Thursday, October 5, 1978

M E M O R A N D U M

September 21, 1978

TO: Executive Committee

FROM: Transportation and Utilities Committee

SUBJECT: Recommended Approval of Contract with the State Controller for Fiscal Audits of TDA Nontransit Claimants for FY 1978, and results of the FY 1977 audit results.

Recommended Action

That the Executive Committee authorize the Executive Director and/or Deputy Executive Director to execute a contract with the State Controller Division of Local Government Fiscal Affairs to perform FY 1978 financial and compliance audits of TDA nontransit claimants in each of the six SCAG counties, the total cost of the contract not to exceed $40,000.

Discussion

Financial audits of nontransit claimants are required by the Transportation Development Act (SB 325 -- TDA). Nontransit claimants are those cities and counties to which SCAG allocates TDA monies for streets and roads purposes (Article 8) and for bicycle and pedestrian facilities (Article 3 -- SB 821).

The purpose of the audits is to assure that allocated monies have been used in compliance with the legal requirements of the Act and SCAG guidelines, and to determine the level of unexpended cash balances. To accomplish this the State Controller's work would include an examination of monies allocated and expended in FY 1978, and verification of beginning year and ending year balances.

A similar contract was approved for the FY 1977 audits last year. The cost of those audits averaged $16 per hour representing a considerable cost saving over individual audits performed by independent accounting firms. In addition, the State Controller auditors were well received by the cities and counties and the audits have had very favorable results. SCAG staff has prepared a report analyzing the results of those audits and a summary of the report is attached for your information. Copies of the full report are available by contacting Ron Cole of SCAG staff at (213) 385-1000, ext. 281.

Staff contacted the Executive Directors of each County Transportation Commission regarding the audits for FY 1978. The directors have all indicated their support for the recommended contract. If approved, SCAG staff plans to pay the cost of the contract from TDA funds available to SCAG for its administration of the TDA program.

RC:mlm

Executive Summary

Results of State Controller Audits of FY 1977

TDA Nontransit Claimants

Last year, SCAG contracted with the State Controller for the Controller to perform fiscal audits required by the Transportation Development Act (SB 325--TDA). The audits were conducted on cities and counties that had received allocations in FY 1977 for Article 8 streets and roads purposes and Article 3 (SB 821) bicycle and pedestrian facilities.

The State Controller Division of Local Government Fiscal Affairs audited 125 agencies at a total cost of $31,420. This cost was covered by SCAG's TDA Administration funds. The audit results are summarized below and in Tables I and II.

The audits revealed a variety of accounting practices among claimants. In some cases, all TDA transactions were accounted for within a single distinct fund. This allows a clear picture of operations. In other cases, TDA allocations were comingled with various other revenue sources and transactions were spread over several different funds. This situation can give rise to problems. In one instance where the accounting practice fits this description, auditors found $2,000 which a city had incorrectly recorded as TDA allocations. The amount has since been restored to the general fund where it belonged.

The audits uncovered many cases of noncompliance. One-hundred-five audit exceptions* were reported covering 86 agencies.

For the most part the problem is that claimants did not properly credit their TDA accounts with interest earned on investment of TDA funds. In addition to the interest exceptions, there were a few agencies that had spent money on ineligible projects. None of the audit exceptions represent any malfeasance on the part of local officials. In every case noncompliance resulted from a lack of knowledge or understanding of state and regional TDA guidelines. Audit exceptions are being followed up by SCAG staff in cooperation with staffs of the subregional agencies and county transportation commissions. Claimants are being notified of appropriate action they must take, and opportunity is being given to discuss the audit results and present any new information the claimant may have.

One of the most notable results of the audits is the reported accumulation of approximately $15 million of unspent TDA funds. This amount represents 125% of the total amount paid out for Article 3 and 8 purposes in FY 1977. It also raises possible questions concerning local needs for these funds and the adequacy of SCAG's controls over disbursing of nontransit allocations.

---

*Exception means a case of noncompliance with TDA requirements.

There are possible explanations for the accumulations. One is that local officials have been uncertain of eligible uses for Article 8 funds. In the past is was unclear whether the money was restricted to construction, or whether maintenance and repair, for example, were also eligible expenses. Apparently, local officials were reluctant to spend funds on projects which they thought an audit might later find ineligible.

Reserves held for long term capital projects account for part of the accumulated cash balances. With Article 3 funds in particular, cities have accuumulated two and three years' allocations in order to construct larger projects.

Another factor is that in the SCAG region, Article 8 expenditures were in the past limited to a city's select system of streets and roads. Now the funds can be used on any local streets and roads.

It is likely that the issue of accumulated funds will be resolved in the near future without the need for additional guidelines and requirements. As local officials become more aware that Article 8 funds can be used for street maintenance and repair, there will be increasing pressure to use these funds for that purpose. This is especially true since Proposition 13 has reduced city general funds which used to bear the greatest share of this cost burden. In the future, we should be mindful of large cash accumulations. However, we should resist solutions which only result in additional red tape.

The audits, by uncovering some problems, have proved very beneficial. Through the State Controller auditors, a useful dialogue has begun between SCAG staff and local officials. The dialogue has helped local officials become better informed about state and regional TDA guidelines, and has enabled SCAG staff to identify guidelines which need clarification and improvement. As a result, SCAG's TDA Guide for FY 1979 describes in some detail eligible uses of Article 3 and 8 funds, and for the first time the Guide establishes appropriate accounting guidelines for nontransit claimants.

To encourage the dialogue which has begun, we plan outreach programs such as workshops to "spread the word" concerning TDA guidelines. We intend to increasingly use local finance officers as a resource for improving SCAG's TDA Guide, and for finding solutions to issues such as those raised by the FY 1977 audits.

AUDIT RESULTS AT A GLANCE*

Table I: Summary of Audit Exceptions

County	Number of Agencies Audited	Agencies in Compliance	Agencies not in Compliance	Number of Exceptions Reported	($) Amount of Exceptions
Imperial	8	5	3	4	$ 10,842
Los Angeles	53	12	41	43	241,121
Orange	24	5	19	22	46,712
Riverside	15	7	8	9	58,498
San Bernardino	15	7	8	14	394,332
Ventura	10	3	7	13	54,472
TOTAL	125	39	86	105	$805,977

Table II: Cash Balances at June 30, 1977

(dollars in 000's)

County	Article 3 Bicycle and Pedestrain Facility Allocations (99234 PUC)	Article 8 Streets and Roads Allocations (99400(a) PUC)	TOTAL
Imperial	$ 13	$ 1,131	$ 1,144
Los Angeles	1,779	155	1,834
Orange	537	N/A	537
Riverside	27	3,304	3,331
San Bernardino	115	6,300	6,415
Ventura	101	1,504	1,605
TOTAL	$2,572	$12,394	$14,966

*Source: State Controller audits of FY1977 nontransit claimants in SCAG region.

SCAG/TDA 8/17/78
RC:mlm

PROPOSED
RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO RECOMMEND A CHANGE TO THE AIRPORT AND AIRWAY DEVELOPMENT ACT

WHEREAS, the State of California has six of the ten busiest airports in the United States and five of these are in the SCAG region; and

WHEREAS, the State of California and the SCAG region in particular have serious airport system planning problems and needed airport master plan studies; and

WHEREAS, the Airport and Airway Development Act limits airport and airport system planning grant funds made available within a single State to no more than 10 per centum of the funds made available in any fiscal year; and

WHEREAS, the State of California must generally postpone needed airport and airport system planning projects because of the 10 per cent limitation; and

WHEREAS, many States use little of the Airport and Airway Development Act planning grant funds;

NOW THEREFORE, BE IT RESOLVED as follows:

That the Southern California Association of Governments recommends to the United States Department of Transportation and to the California members of the United States House of Representatives and Senate that the Airport and Airway Development Act be amended to provide for use of discretionary funds over and above the 10 percent limitation per State at the discretion of the Secretary of Transportation.

A0322
1978

IGSL

University of California, Berkeley
Institute of Governmental Studies
Library

SCAG executive committee meeting
agenda / Southern California
Association of Governments.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

A0322

1978

IGSL

U.C. BERKELEY LIBRARIES
C123322422

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720